

The Hongkong Telegraph.

WEATHER FORECAST
CHANGE.
Barometer 29.97

(ESTABLISHED 1881.)

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December 17th, 1912, Temperature a.m. 62, p.m. 64; Humidity...85, 87.

December 17th, 1911, Temperature a.m. 65, p.m. 65; Humidity...87, 72

No. 8972

庚子年十一月十八日

WEDNESDAY, DECEMBER 18, 1912.

三拜禮

號八十月二十年亥癸

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TELEGRAMS.

PEACE CONFERENCE. OPENED IN LONDON.

Reuter's
[Service to the "Telegraph"]
London, December 17.

The Balkan peace negotiations were opened at St. James' Palace yesterday. The most rigorous precautions had been taken by the police. The Turkish delegates arrived first, followed by the Serbians, Montenegrins, Bulgarians and Greeks.

SIR EDWARD GREY'S SPEECH

Sir Edward Grey, Secretary of State for Foreign Affairs, opened the proceedings with a speech. He welcomed the delegates on behalf of the King and the Government, and said His Majesty trusted that they would find the rooms in the Palace placed at their disposal suitable. Sir Edward believed that they would find in this country an atmosphere of impartiality and calm that would be favourable to their work. Sir Edward Grey continued: "There are difficulties in all negotiations for peace after war. I do not attempt to estimate what these may be in your case, but there can be no nobler task than to overcome these difficulties and to accomplish peace as the result of your own efforts and your own work. In this way you lay foundations on which we trust will be built by true wisdom and statesmanship the prosperity, moral, economic, and national, of your respective countries. Without that statesmanship, the gains of war are of little or no worth to future generations. With that statesmanship, the losses of war can be repaired and bitterness merged in the realization of the blessings of peace. I say no more except to wish you success in your task and to assure you that you have the goodwill of everyone in the object for which you are assembled, and that by accomplishing peace you will secure the respect of the whole of Europe."

The chief delegates cordially acknowledged the sentiments of Sir Edward Grey, who was offered and accepted the honorary Presidency of the Conference, and then withdrew.

The delegates discussed the procedure to be followed, and decided that the chair be taken alphabetically according to the States. The Conference then adjourned until Tuesday.

Later.
The Conference reassembled in the morning.

The first meeting of Ambassadors was held in the afternoon.

TURKEY CAUSES DELAY.

Later.
The Peace delegates, on reassembling, proceeded to the verification of their powers. The Turks intimated that they must ask for further instructions before entering on a discussion with the Greeks, who had not signed the armistice.

Thereupon the Conference adjourned until Thursday.

The Conference has asked for the appointment of an English Secretary.

NO HITCH.

Reuter learns that there has been no hitch at the Conference, and that the best feeling prevails, though surprise is felt that the Turks neglected to obtain instructions earlier.

USELESS SUGGESTION.

Meanwhile the Turks suggested to the Allies that the peace terms should be communicated to them, but the representatives of the Balkan States replied that this would be useless, because if Turkey was unable to negotiate with the four States, there could be no negotiations at all.

AMBASSADORS MEET.

Sir Edward Grey has received the Ambassadors at the Foreign Office. The proceedings are private, but it is probable that the Conference will first deal with delicate questions calculated to have a disturbing influence.

TELEGRAMS.

TARIFF REFORM. NEW UNIONIST POLICY.

Reuter's
[Service to the "Telegraph"]
London, December 17.

Mr. Bonar Law, speaking at Ashton-under-Lyne, said that though he was not a Churchman he would describe the Welsh Disestablishment Bill as mean. It was incomprehensible how anyone could take funds from a poor church in the name of religion.

Referring to the distribution of wealth, he expressed the belief that the co-operative movement was one of the best ways of raising the level of wages, but he believed a fairer fiscal system would help the workers to obtain better results from their labours. Proceeding, he said: "If we are entrusted with power, we do not intend to impose food duties. We intend to call a conference of the Colonies to consider the whole question of preferential trade. The question of the imposition of food duties will not arise till these negotiations have been completed. I do not desire such an arrangement, there will be no food duties. If they consider them as non-essential for preference, then, also, they will not be imposed. I am obviously impossible to give details of our intentions till the negotiations are completed. I am ready to make any necessary readjustment. I hope it will only touch wheat, but it would be unreasonable to ask the Colonies to meet us if our powers are thus limited." The reason they objected to the Referendum was because it would be unsafe to the Colonies. If the result of the negotiations was to be submitted to the Referendum the Colonies would come to the Conference bound and free. Mr. Bonar Law concluded by urging the early establishment of a real federal system, the Colonies contributing to the defence of the Empire in proportion to population and sharing in the glory of governing it.

"THE TIMES" DISSENTS.

Later.
The "Times" strongly dissents from Mr. Bonar Law's Tariff Conference proposal, and declares that is absolutely impossible. The Unionist leaders must not attempt to shift the onus of food taxation on to a Conference of Overseas Ministers. In view of the rapidly changing conditions, the journal also deprecates the pledging of Unionists to detailed proposals of any kind, saying we can only hope to the extreme unwisdom of trying to tax food imports while food prices continue to rise.

THE BOYCOTT.

Deputation of Chinese at Government House.

It is understood that the Chinese appointed a representative committee to meet H. E. Sir Henry May to-day at half past two, at Government House, and that the committee consisted of about one hundred and sixty influential Chinese of the Colony, who wish to discuss the question of the "boycott", and the threat that Chinese merchants have made, to raise the price of food stuffs, if taxation is imposed.

An inquest was held at Ham-mersmith on November 18 on the body of Archibald McIntyre Glen, aged 55 years, a planter at Singapore, who died at Melrose-gardens, Shepherd's Bush. The evidence showed that two bottles which had contained veronal tablets were found in the room. Mr. Glen had complained of the loss of money in rubber shares. Dr. Coldicott stated that death was due to coma from veronal poisoning. Twenty grains had been known to kill, and the bottles would contain over 200 grains. There was nothing internally to suggest that Mr. Glen had been drinking. The jury returned an open verdict.

TELEGRAMS.

AUSTRIA AND SERBIA. THE CONSULAR AFFAIR.

Reuter's
[Service to the "Telegraph"]
London, December 17.

Reuter's correspondent at Vienna states that Herr Edl, of the Foreign Office, has made a report which shows that the charges to the effect that Consul Prochaska was kept a prisoner and was ill-treated, are unfounded, but he finds that the attitude of the Serbian military towards the Consulate was sometimes incorrect.

The Serbian Government has been requested to give satisfaction for the happenings.

Later.

The Vienna newspapers are gratified that the Prochaska affair has proved far less serious than was imagined; they are confident that the affair will be satisfactorily settled.

SUSPICIOUS.

The extensive precautionary arrangements adopted by Austria continue to excite apprehension.

AN AVIATOR'S COUNTRY.

M. Jules Vedrines on America.

That America "is the logical country for aviation on an extensive scale," is the opinion of Jules Vedrines, the French birdman, expressed in "Flying" in an article entitled "Impressions of My American Trip." The French flier realized this, he says, soon after his arrival, when he saw how things were done "on a tremendous extensive scale, in quantities undreamed of elsewhere." "Everything I saw and heard," he writes, "showed that Americans are practical, enterprising people, and whereas the country is so physically constituted that the air-craft can render services which other vehicles can not render, I like to think that Americans will soon take advantage of the opportunity and utilize the aeroplane for commercial purposes." He proceeds:

"In no other countries are there as many opportunities for applying the aeroplane for commercial purposes as in America. I say this after having flown over and after crossed or circled a half-dozen European countries; and I will add that had I not an enterprising, broad-principled business man... to back me to develop better aeroplanes for military use—the kind my country needs most—I would come to America, and, I believe, I would have no trouble in finding enterprising business men to back me to develop aeroplanes for commercial use, the kind which America needs most. With France as leader, the European nations are developing aeroplanes for military use; America should develop aeroplanes for commercial use."

"A suitable aeroplane could, no doubt, be used in a score of different ways in this country. After having travelled from New York to Chicago, and having seen the two cities and their tremendous interests and progressive business ways, I have no doubt that there are many progressive business concerns who would establish an aeroplane line from New York to Chicago if they were shown that certain kinds of merchandise could be delivered at any point along the route with a reasonable amount of safety twice better than by rail."

TELEGRAMS.

THE WAR. NAVAL ENGAGEMENT.

Reuter's
[Service to the "Telegraph"]
London, December 17.

The Turkish Fleet engaged a Greek Squadron yesterday morning between the Dardanelles and Imbros.

The Turkish account says several shots struck the cruiser Georgio Saveroff, silencing her big guns, and the Greeks then fled towards Piraeus. None of the Turkish were injured.

The Greek account is to the effect that the Turks kept to the protection of their forts and finally again fled to the Dardanelles, the Greeks cruising outside for the whole afternoon. Five Greeks were slightly wounded.

as fast as the fastest present means of delivery. Such a line would pay for itself by advertising the concern.

Again, the distance from New York to Chicago is something over 900 miles by train, and must be 100 miles less in straight line. The fastest train covers the distance in eighteen hours. That is the very fastest means of travel. That is fast for a train, and with the excellent service given it makes travelling a luxury. But, unless I misunderstood the spirit of some of the people I met, many people would gladly forego the luxury to cover the distance in half that time, if they could do it with reasonable convenience and safety. They would do it as passengers of a good pilot.

"A good aeroplane, one like mine, but with two seats and a hood, and a few minor modifications, could make the trip much easier than I made the trip from Paris to Madrid, or the European and the British circuits. In all of these journeys I had to fly over forests, large bodies of water and mountains, where landing in case of motor trouble would have been impossible; and I flew over some of the places in storms and gales. The route from New York to Chicago, on the other hand, is dotted with suitable landing places. Assuming that the distance between the two cities is 800 miles in straight line, it could be covered with a Deperdussin monoplane in nine hours, including a stop at Pittsburg to get fuel or transfer to another machine. One could thus start from New York at 4 a.m., reach Chicago at 1 p.m., dispose of his business affairs, and come back to New York on the eighteen-hour train."

"While the above proposition could be carried out with the military-type Deperdussin monoplane similar to the one constructed for the British military competition, which was awarded the second prize, I would construct special machines for commercial purposes, suitable for the use to which they are going to be employed. The practice, common at present, of using aeroplanes to do things for which they are not suited is wrong; just as it would be wrong to use a racing automobile or a light runabout for trucking purposes, and should not be done, as it hinders aviation by showing limitations which exist only in the misapplication. We have now reached the stage of aeroplane construction where suitable machines can be constructed for different purposes. That has been shown by the successive fulfilment of the severe conditions imposed by the military authorities of France and England."

"Three things are required to develop good aeroplanes. A pilot who knows what he wants, an engineer who understands the pilot's wants, and a capitalist to pay the bills. The combination can work wonders. We have too many different kinds of aeroplanes; what we need is better kinds."

TELEGRAMS.

BOXING. LIGHTWEIGHT CHAMPION.

Reuter's
[Service to the "Telegraph"]
London, December 17.

At the National Sporting Club, a 20-round match for the lightweight championship of the world, £1,000 a side and a purse of £1,000, was fought between Freddy Welsh and the Australian Mehegan.

The match resulted in a victory for Welsh on points. The contest was a spirited one.

DR. MABIE.

An American Lecturer in Japan.

In yesterday's "Telegraph" it was stated that Dr. H. W. Mabie, co-editor of the New York "Outlook" had been appointed exchange lecturer in Japan for the next six months. The following speech delivered by him at the Tokyo Society of Political Science on December 7 should prove of interest. The subject was "Three Representative Americans."

"There are so many things to study in Japan that I do not feel like attempting to study Japanese during my short sojourn here," said Dr. Mabie. Kipling declared "East is East, and West is West and never the twain shall meet," but the speaker said he saw the East in the West and now the West in the East. He remarked that in Japan, which is according to him, "bright and progressive," he observed the blending of East and West. For this reason he thought it was fit to make a candid talk of three representative Americans of to-day—President Taft, Governor Wilson, and Col. Roosevelt, all of whom, he said, may claim an equal share in contributing to the educational bodies such as the audience he was addressing. President Taft is an influential supporter of Yale, from which he was graduated. Governor Wilson has proved a constant encourager of Princeton, where he received his University education. Col. Roosevelt, in a similar way has aided Harvard from which he issued with honours. There once took place a sporting contest between Eton and Rugby, the two celebrated colleges in England, which resulted in the complete defeat of the former. The Eton boys said that though Rugby won the game they had never produced a Gladstone.

"To begin with President Taft, he is a judge in the true sense of the term. He is a great student of the Labour question, in which he has shown his deep interest. He was at one time responsible for the administration of the Philippines and at another for adjusting the insurrection of Cuba. In fact he was a great man of Col. Roosevelt's 'working Cabinet'—also physically a great man. He is a fine joker and an excellent dancer and the natural resilience of temperament itself. In public life he represents judicial temperament rather than personal."

"Dr. Wilson presents himself to the public as the popular Governor of New Jersey. He is a Virginian by birth which is now an established testimony of being a refined politician."

"With Jefferson, Marshall, and others Governor Wilson shows himself worthy of commanding public respect. He is a graduate of Princeton, of which he was president for ten years. Later he sought for his education in Johns Hopkins from which Dr. Nitobe also graduated. He has written a number of books, 'An Old Master and Other Political Essays' being the most conspicuous. He himself is an ardent admirer of

TELEGRAMS.

THE "BETA." BRITISH AIRSHIP WRECKED.

Reuter's
[Service to the "Telegraph"]
London, December 17.

The Army airship "Beta" has been wrecked at Farnborough after engine troubles. She was blown among the trees.

Edmund Burke and sees things from Burke's philosophical point of view. He is a man who understands and appreciates "mere literature" which has given birth to his famous book "More Literature and Other Essays." He has a "rare" gift of public speech and especially excels in the discussion of large questions at the bar. Almost all the Virginians are eloquent, but Governor Wilson is especially noted for treating large and important questions with simplicity and directness.

Speaking of Col. Roosevelt, Dr. Mabie said that he began his life in very delicate health. Governor Wilson descends from the Scotch-Irish stock, but Col. Roosevelt comes from the Dutch immigrants. He is a Harvard man and a politician who acts on principle. He stands on the conviction that "public men are public servants."

For many years graduates of American Universities refused to enter politics. But Col. Roosevelt set himself a practical example, refuting the utterly mistaken views of his young countrymen who had only taken to money-making, entirely discarding the useful work of civil service.

Ordinary Mind and Extraordinary Vitality

A certain newspaper once said that Mr. Roosevelt was a man of "ordinary mind and extraordinary vitality." True to the criticism, Col. Roosevelt is a very active and vigorous man. He is not a superficial man, and it is therefore impossible that he speaks on important questions before mastering them. He once went to England and at New Forest had an interview with Sir Edward Grey, British Secretary of Foreign Affairs, who is said to have greatly praised him for his being a fine naturalist.

Indeed Col. Roosevelt is an excellent biologist. He went over to Africa for hunting but is not a "mere killer of animals." A fine collection of animals thus obtained has been presented to the Smithsonian Institution. These sufficiently show his exceedingly great taste in and knowledge of biology. In short, he is a "born fighter" and is so devoted and splendid in his dealings with State affairs. Someone has well said in speaking of Mr. Roosevelt that "I have never known a man more devoted to America than Col. Roosevelt. He often quotes Lincoln and is a worshipper of the puritanism. He is the vindicator of arbitration, which must be based on peace and creditable statements."

Dr. Mabie, in conclusion, said that no notion could be so mean as to think that to shun a war was cowardly. He said that it was meaner for a nation to stand insolent and overbearing with armaments. In this sense he hoped that by arbitration, which is the aim of Col. Roosevelt, to realize international peace, the people would endeavour to make the world peaceful—no more wars or bloodshed, but only love and friendship.

Arrived.

Mr. and Mrs. Beavis and Mr. P. H. Holyock were among the passengers who arrived by the Mikuma Maru to-day.

NEWS FOR BUSY MEN.

TELEGRAMS.

The British Army airship Beta has been wrecked at Farnborough.

The extensive military measures being taken by Austria continue to excite apprehension.

The Turkish Fleet has engaged a Greek Squadron near the Dardanelles; the accounts of the engagement differ.

In a fight for the lightweight championship of the world Freddy Welsh beat the Australian Mehegan on points.

Sir Edward Grey has received a gathering of Ambassadors at the Foreign Office regarding the European situation.

Mr. Bonar Law has made a noteworthy speech revising the Unionist attitude on Tariff Reform; the "Times" strongly dissents therefrom.

Referring to Welsh Disestablishment, Mr. Bonar Law says it is incomprehensible how anyone can take funds from a poor church in the name of religion.

The Balkan Peace Conference has opened, Sir Edward Grey welcoming the delegates in the name of the King and the Government with an eloquent speech.

The Peace Conference has adjourned until to-day in order that the Turks may obtain further instructions regarding the position of the Greek delegates.

LOCAL.

The December Criminal Sessions opened to-day.

An article dealing with the Manila carnival appears in this issue.

The performance of "An Ideal Husband," at the Theatre Royal last night, is criticised in this issue.

LATE TELEGRAMS.

(From Manila Papers)

Democrats Disagree.

Washington, December 12.—A fierce fight is raging in Democratic circles over the appointment of a chairman for the inaugural committee, ground which has centred all the individual and collective discontent brought about during the campaign and since the election. This is the first discontent manifested within the party since the victory of the Democrats last month, but the fight is real and may result in a permanent rupture between several of the party leaders.

General Sickles.

Washington, December 11.—Disgrace is added to the woes of General Daniel A. Sickles, it having been discovered that the famous soldier is short \$53,000 in his account of the State Monument fund, of which he was treasurer. Auditors are completing a check of his accounts which may develop some circumstances which will relieve General Sickles of criminal responsibility.

Peace Conference Delegates.

Washington, December 11.—Brigadier-General Enoch H. Crowder, judge advocate general of the army, and Rear Admiral Richard Wainwright, U. S. Navy, member of the general board, have been named by President Taft as delegates to represent the United States at the Hague peace conference.

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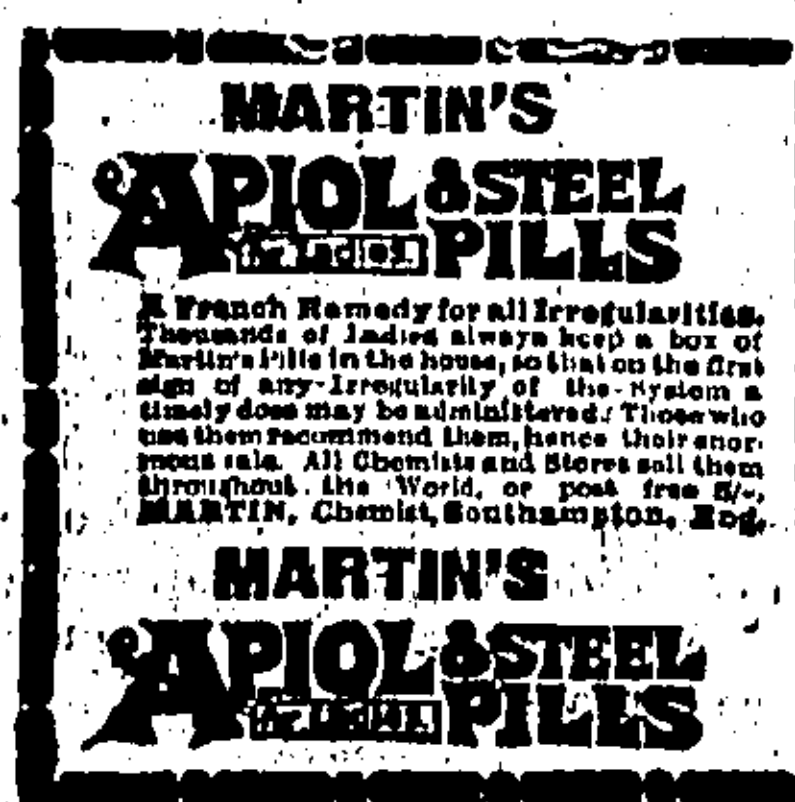


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guests.
Hongkong, 1st Feb., 1912. [132]

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China Mail.

The Chinese Propensity to
Boycott.

No nation can possibly claim
to be great, where boycotting is a
general propensity. Among Wes-
tern nations it is a species of res-
tallation that is rarely adopted
except by the lowest strata of
society; and it is almost invari-
ably promptly suppressed by the
authorities. There is only one
thing which seems to justify boy-
cotting between nations and that
is the fact that actual hostilities
have broken out between them.
When of a purely local nature
it is never justifiable, and it is
the duty of the authorities
to suppress it as soon as they
deem such a course practicable.
One invariable concomitant of
boycotting is that it is as likely
to inflict as much injury upon
those who boycott as upon those
boycotted. For example, in the
present Tramway boycott it is
likely that the lickerha coolies are
carrying their fares as cheaply as
do the tram cars. In boycotting
Russian merchandise or anything
else Russian, what are the Chinese
doing but curtailing a market and
consequently raising prices?

South China Morning Post.

A Word of Advice.

The talk of boycotting Russia
out of the loan proposition will
do China no good at the present
juncture. This nonsense, togeth-
er with the attitude of hostility
towards the Russ-Chinese and
Hongkong and Shanghai Banks,
not to mention the ill-advised
conduct of the Chinese in Hong-
kong at the moment, had better
cease abruptly. Otherwise China
can not hope to retain the sympathy
or win the financial support
and recognition of the powerful
nations who, untried, are de-
sirous of lending the new Re-
public a helping hand. China
would be well advised to impart
a little sincerity and good-feeling
into her intercourse with for-
eigners. China's true friends are
deeply concerned as to her future,
and would gladly help the Re-
public out of its difficulties, but
much-needed reconstruction is
greatly retarded by the follies of
her own people.

Daily Press.

China's Need.

What we question in particular,
however, is not whether it is
better to employ men of the old
school or of the new, but whether
it is really necessary or desirable
to retain the army of territorial
officials—Prefects and Magis-
trates of various grades—that
formed such an essential part of
the machine of government under
the Manchu and previous dynas-
ties. The "general utility" official
of the type of the District Ma-
gistrate is out of place in a modern,
self-governing State. What China
needs is specialists in the various
departments of administrations—
law, finance, education, and so
on: the general government and
management of affairs in each
district would not then present
very onerous tasks, and might
well be left in the hands of the
people themselves. Local self-
government is a thing that the
Chinese have always been ac-
quainted with to a certain degree,
and all that is lacking is the proper
machinery. In a country that is
preparing for parliamentary rule
this should not prove a serious
obstacle, and if the inhabitants of
a town were allowed to take part
in the actual management of the
affairs of their town, it would do
far more to convince them of the
change of regime than will the
elections that are taking place for
a Parliament that will sit in Pek-
ing and whose acts and delibera-
tions will mean nothing to an
immense proportion of the in-
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Pies, All Cooked and Ready for table.

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BAKERS, CONFECTIONERS & RESTAURANTEURS.

GENERAL NEWS.

Concentration of Gen. Chang's Command.

Governor Chang has decided to concentrate at Mukden the detachments of the 27th Division under command of Gen. Chang-tsolin, which are stationed outside Mukden. The concentration is already in progress.

Mutineers' Booty Declared Worthless.

The Antung Branch of the Ta-Ching Government Bank which was looted heavily in the recent mutiny, discovered that the notes carried off by the looters belonged to a certain denomination and kind, which circumstances distinguishable from the other notes of the Bank. Thereupon the Bank has issued a notice declaring all the notes robbed as worthless.

Admiral Moore, U. S. A.

Olongapo, December 13.—Rear Admiral C. B. T. Moore, commanding the Cavite and Olongapo naval stations, has been selected by the American navy department to command the important station at Honolulu, which embraces the development and construction of the great Pacific naval base at Pearl Harbour. Admiral Moore will take passage on the transport sailing from Manila on January 15, and will assume command of his new station immediately after arrival at Honolulu. His successor at Cavite and Olongapo has not yet been named by the department.

The detachment of Admiral Moore is learned with regret by everyone in Olongapo, where he has done much to improve the station and town.

A War that was Justified.

In speaking of the Spanish American and the present position of the Philippines, the "Outlook" says that the war was not only justified but was greatly to the credit of the American Nation; "that we did well to rescue the Philippines from the despotic government exercised over them by Spain; that, having rescued them from Spain, it is our duty to maintain our sovereignty over them until they have learned a common language, acquired industrial and political education, and so have become able to decide for themselves intelligently whether they wish to maintain relations with the United States or to be wholly independent; and that the questions of their relations to the United States should be left until this work of industrial and political education is completed."

Record Shipment of Fiji Bananas.

The "A. U. S. N." Company's steamer *Lovely* arrived at Sydney recently from Fiji ports, bringing the largest cargo of bananas that has ever left Fiji in one steamer for Sydney. The shipment totalled 39,733 bunches and 10,911 cases. The fruit was in excellent condition on arrival, and will be discharged as soon as possible. With the arrival of this shipment, it is expected there will be a fall in the price of bananas, which at present bring 1s. a dozen and upwards retail. One of the ship's officers stated that a record crop of bananas is expected in Fiji this season, and big shipments will come forward from now until January next.

The other items of the ship's manifest were: 11,278 sacks copra, 28 sacks and 17 cases shells, 44 sacks beche de mer, 13 bales wool, 20 sacks beans, 46 sacks bark, and 42 packages sundries.

A German Naval Air Ship.

The first airship specially built for the German Navy at Friedrichshafen is 525 ft. long and about 50 ft. in diameter and has a cubic capacity of about 770,000 cubic ft. There are eighteen gas chambers and the ship is provided with three motors each of 170 h.p. The aluminium propellers forward have two blades, and the after propellers four blades. The steering is joined up in a compartment in the stern. The side steering has six vertical planes and the elevation steering horizontal planes. On the top of the balloon is a platform, made of aluminium compound, to serve as an observation place for the officers. A roof for the officers and men and for wireless telegraphy is built into the gangway. The ship carries a machine-gun on the top of the balloon, has a kitchen with gas heating, and is expected to be able to stay in the air for two and a half days.

SERVICE MATTERS.

Captain Jardine.

An exchange has been approved between Capt. C. H. Jardine, 3rd Middlesex Regiment, and P. P. Jones, Indian Army.

Irish Beer for Irish Soldiers.

A circular issued by the War Office states that with the idea of encouraging Irish products the Army Council desire that Irish brewed beer may be on sale in the canteens of units in the Irish Command. At present the beer consumed is generally imported from England and Scotland.

Col. Lawrie R. E.

Lieut.-Col. W. G. Lawrie on vacating his post as Commanding Royal Engineer at Malta, and completing his period as regimental lieutenant-colonel, went on retired pay, although only in his 49th year. Col. Lawrie distinguished himself when at the Royal Military Academy by winning the Pollock Memorial medal and the sword of merit.

Deputy Surgeon General.

Fleet-Surgeon J. L. Smith, M. V. O., who has been promoted to the rank of deputy-surgeon-general, saw a lot of hard fighting in the Sudan campaign of 1884-5. He landed from the Starling, and did such good work as to gain the Khedive's bronze star, in addition to the Egyptian medal. More recently he has done useful service as secretary to medical consultative and examining boards.

Army Bands.

The Army Council has done well, says the "Globe," in at last putting its foot down on a custom which for some time past has acted most unfairly on the officers and bandmasters of what we may call marching regiments. The band of an ordinary cavalry or infantry regiment is maintained only at great expense to the officers and considerable application and hard work on the part of the bandmaster in the tuition of his young hands. In too many cases no sooner do these young musicians, who have been carefully and thoroughly trained in their regiments, display any superior aptitude for music than they are pounced upon by the bandmasters of the more favoured stationary regiments, such as the Guards, Royal Artillery, Engineers, and Marines, provided with the wherewithal to purchase their discharge, and are re-enlisted on more favourable terms in the new corps. It is most unfair, very disheartening, and is not playing the game. In future it has been laid down that the re-enlistment of such musicians in other corps will not be sanctioned, for which sensible decision the Army Council is to be congratulated.

Colonel Gore-Browne, V. C.

The death took place suddenly on November 15 at his residence at Shanklin, Isle of Wight, of Colonel Henry George Gore-Browne, V. C., aged 83, one of the Lucknow garrison in the Mutiny. Colonel Gore-Browne was a son of the late Mr. Arthur Browne, of Newtown, Roscommon, and was born in 1830. At the age of 25 he was gazetted to the 3rd Light Infantry, and served with this regiment during the Indian Mutiny, taking part in the defence of the Lucknow Residency, when he was awarded the Victoria Cross for conspicuous bravery in having, on August 21, 1857, gallantly led a sortie at great personal risk, for the purpose of spiking two heavy guns which were doing considerable damage to the defences. In the following year he took part with Maxwell's force in the Surgeon campaign. During these operations connected with the Indian Mutiny he was twice wounded, once severely. He was not fortunate enough to see any more active service, and retired from the Army comparatively early as a major with the brevet rank of lieutenant-colonel. In 1881 he received the honorary rank of colonel.

Chinese Freebooters Among Junks.

Gangs of Chinese freebooters are reported to be victimizing a large number of junks, which are now attracted to Tatungkou, at the mouth of the River Yalu, owing to the impending closing of Antung for the winter. The Chinese marines police there are now on a sharp look-out for the pirates. Five of them were arrested a few days ago. "Peking Daily News."

Prepaid Advertisements

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FOR EACH INSERTION.

TO LET.

TO LET on 2nd Floor No. 12, Pedder Street.
One roomed Office. Apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong, 22nd May, 1912. [381]

TO LET FURNISHED No. 119D the Peak, from middle of April until end of October, 1913. Four bedrooms, Tennis Court and Garden. Apply to ELDON QUATER, Princess Building.

TO LET LARGE substantially built Godown situated on water front, East Point. For further particulars apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong, 18th Aug., 1912. [588]

TO LET.

OFFICES TO LET.—First Class, central accommodation, light and airy, on First, Second and Third Floor, in new building being erected for Messrs. WHITEWAY LADLAW & CO., LTD. Entrance from Des Voeux Road Electric Lift to all floors, Electric Light throughout.

The plan can be seen and all particulars obtained at the Office of Messrs. PALMER & TURNER, Alexandra Buildings, 8th Floor. Hongkong, 30th Sept., 1912. [708]

REWARD:

\$20 REWARD.—Lost between Lai Chi Kok and Kowloon on 23rd Nov., an IRISH TERRIER BITCH, answers to "Molly." Anyone returning to Lieut. Walker, 29th Innis, Lai Chi Kok, will receive a reward.

DISTURBERS EXECUTED IN HUNAN.

Hengchow, Hunan, 25th Nov. The "Go Di Hwei" (Brothers Society) has been causing some excitement in Hengchow of late. One night, a few weeks ago, a regular fight took place at the north gate between some of the "Brothers" and the police, who were trying to arrest them. A plot of the Brothers' Society to burn and loot the shops of Hengchow is said to have been discovered. Hence the arrests. That night in different parts of the city some thirty men were arrested and taken to the yamen. The next day seven of them were executed. It is said that had this summary method not been pursued, Hengchow would have soon been filled with several thousand of the Brothers, who at a given signal would proceed to loot and destroy. For several days after that every gate in the city was closed at dusk. About a week ago, some soldiers met a man in the country to the west of Hengchow who they suspected was the leader of the Brothers of that district. After searching him and finding more evidences of his identity, they brought him to the Yamen in Hengchow. Here, at the examination of the magistrate, the man confessed to be the head man of the "Go Di Hwei" in the west district of Hengchow-fu, having authority over several hundred men. He was executed publicly the next afternoon in the sight of a host of onlookers. "C. O. Post."

A MOTOR CAR WIRELESS STATION.

The latest military use of automobiles is for the transport of wireless apparatus. The Telefunken Company has in conjunction with a firm of German automobile builders—designed a military motor car which in itself constitutes a wireless station of a range intermediary between 200 and 250 kms.

This wireless station is, of course, bound up to regular roads where it can develop its remarkable average speed of 30-35 kms per hour. It is propelled by a four-cylinder motor of 28-30 h.p., normal output, the power of which is transmitted to rear

wheels by adjustable chains. The car is designed as a limousine, containing the wireless outfit and seats for the staff, its interior being lighted by incandescent lamps fed from a small accumulator battery, an oil lamp serving as a stand-by.

The wireless apparatus is arranged on a table near the front wall, the measuring instruments being fixed to this wall. On the rear wall is provided a seat for three men, and in the middle on both sides two officers' seats. The electrical machinery, which is fitted into the chassis below the floor, is readily accessible through valves in the latter. The antennas, reserve material, and mast dynamo arranged in a box fitted at the rear, which is accessible from the inside as well as the outside. All the machinery and apparatus are so arranged as to make every part readily accessible, easy to control and immediately ready for operation. All that is required for passing from travelling to wireless operation is to erect and connect up the antenna system and to switch the motor coupling on to the generator set. This "wireless" motor car, inclusive of a mast 25 metres in height, its antennas and its electrical equipment is about 4,300 kgs. in weight. The antenna system is a standard umbrella antenna. The receiver is of the acoustic receiver type and is remarkable for its small dimensions and low weight.—Exchange.

Sun Wu at Hankow.

Sun Wu, who returned to Hankow from Peking some time ago, is giving lectures at Wu-chang. Last week a reception was held by the Kungchitang which was attended by a large assembly of officers and higher officials. Sun Wu delivered a speech about the Mongolian question, asking these present to avoid party strifes, etc. A guard of honour composed of the different regiments, containing a contingent of the machine gun company with the guns, headed by the band was also in appearance.

Mutton Mince, Pork Pie, Beef, Mutton, Game, Veal and Ham pies, Small Hot Pies always on hand 25 cents each.
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For Winter Cough, Pulmonary Tuberculosis, Slow Convalescence after Fever, Rickets and Wasting Diseases of Children.

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EMULSION WITH HYPOPHOSPHITES.

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PRICE 75 CTS. & \$1.30 PER BOTTLE.

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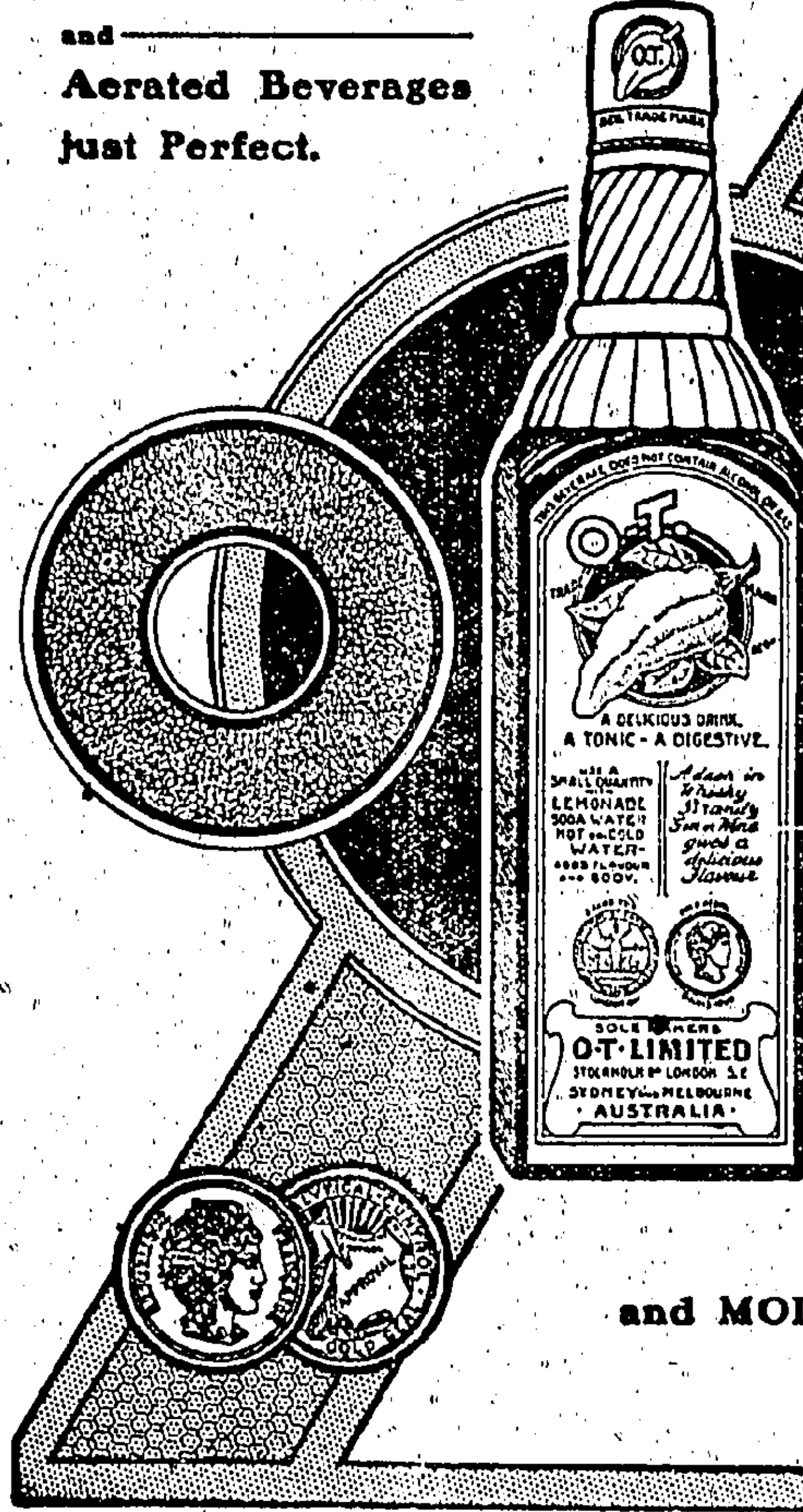
Tel. 492 31, QUEEN'S ROAD, CENTRAL.

Mixes perfectly with all Drinks.

Makes Plain Water

and Aerated Beverages

Just Perfect.



Greatly IMPROVES Whisky, Gin, &c. and MODERATES Alcoholic Effects.

GARNER QUELCH & CO.
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Under Hongkong Hotel.

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AND

SOUVENIRS.

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The Egyptian Favourite

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Bouton Rouge

and Felucca

Egyptian Cigarettes



Until you have smoked them you really have not realized the perfection to which the manufacture of Egyptian Cigarettes can be brought. Their makers, Messrs. Maspero Frères, have now arranged for their supply by all high-class tobacconists at the most reasonable prices.

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A Luxury to the Man of Taste.

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Hongkong, 1st May, 1911.

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Hongkong, 23rd May, 1912

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50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS, ETC. Estimates given for Docking, Repairing to Hull and Machinery, Constructional Work.

DOCKYARD MANAGERS, Mr. J. REID, can be seen between the hours of 11 A.M. and Noon. MANAGERS AND AGENTS: AT THE TOWN OFFICE

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HONGKONG, CHINA AND JAPAN.

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The rates per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, DECEMBER 18, 1912.

CHINA'S LESSON.

It will have been noted from special messages to the "Telegraph," as well as from information supplied by Reuters Agency, that China has been compelled to pocket her pride and turn once again to the Six Powers financial group for much-needed monetary aid. This is precisely what we imagined would happen, for there can be no doubting the fact that it was in a moment of foolish pride that the new authority at Peking turned its back on powerful would-be helpers without giving serious thought to the possibility of obtaining better, if even as good, terms elsewhere. And now experience has taught the Republicans a bitter and, as we see it, a very necessary lesson. There are periods in the development of nations, as well as of individuals, when a little humbling—yes, and may be a degree of chastening—is very needful.

A child must crawl before it walks. And in many respects China is yet a child. She may have a profound belief in her capacity to run along the path of progress with the minimum of support, but when it comes to endeavouring to put that belief into actual practice, she soon discovers that certain restraints, irksome though they be, are very necessary. But even so, she bows to the inevitable with all the peevishness of a child, closing her eyes to the fact that what she herself regards as harsh treatment is in reality working round to her own advantage and setting her up more firmly on her feet. It will doubtless be argued in some quarters that China could have secured equally beneficial treatment on less distasteful terms than those prescribed by the Sextuple Syndicate. China herself evidently believed this; hence the hasty step she took some few months back. But have less exacting helpers been found? The Crisp Syndicate appeared on the scene with a great flourish of trumpets. But the Crisp Loan has now to be written down as a failure. Only one-half of the ten millions was floated, and it is now notorious that the great bulk of even this five millions was taken up by underwriters. The subscribing public was very shy when it came to the point of actual subscription. And that is easily understood when the very shadowy control contemplated and the somewhat hazy security offered are called into remembrance.

We have always held the view that the Sextuple Group's terms—adequate guarantees for the proper expenditure of the borrowed funds, and equally adequate security for repayment—were distinctly reasonable requirements, and, what is more, that they were also to China's own benefit. For with common agreement between the Powers on the thorny loan question, one of the chief dangers to the Republic would obviously be placed far into the background. So far as present events tend toward a recognition of this viewpoint, we are extremely gratified at the turn affairs are taking. And we believe that if the Six Power Loan is carried through, the day will come when the Chinese will see that the once-hated Syndicate turned out to be in reality a big and powerful friend and helper in her hour of need.

A Boycott Incident.

An incident connected with the tramway boycott, not without its humorous aspect, reaches us. It appears that a Chinese merchant from Canton, unaware that the boycott was in operation, boarded a tramcar and proceeded to West Point. On alighting, he threw away his ticket and was about to enter a hotel when a compatriot picked up the ticket, approached him, caught him by the arm, held the ticket up, and asked the newcomer if he had just come off the car. The latter, suspecting nothing, frankly admitted that he had, whereupon the other gave him a fairly severe blow. This roused the anger of the Cantonese, who called an Indian policeman, to whom he related the facts. The guardian of the peace then asked the aggressor what he meant by his conduct. With all the craftiness of his race, the man replied that it was the other man who was to blame, adding "He hit me for riding on the car, and to prove it, here is the ticket which I used" (holding up the ticket which the other man had a few minutes previously thrown away, and which he had picked up). Failing to get to the bottom of the matter—and here is the rich humour of the story—the Indian cuffed both men over the ears, and, persuaded that justice had now been done, left the two Orientals to settle the affair as best they saw how.

Indignant Chinese Merchants.

The Chinese are the first to complain when the American or the Australian make ordinances that are calculated to bar the entry of Asiatics; yet, even where, as in the case of the Philippines, they have been allowed to enter and remain—they cavil at the law of the country under whose protection they live. The proposed Commission Act in the Philippines ordains that a trader's man's books must be kept in English or Spanish. The Manila Chinese object; they prefer to use their own language for the purpose and, to save the trouble of calling in auditors, to "make sworn statements" as to the amount of business done, etc. Seeing that neither English nor American law would accept a European's oath as to the condition of his business, and "let it go at that," why should greater freedom be allowed to a Chinese—be never so truthful?

A Spectre Laid.

A leading article in this paper, the other week, dealt with treatment of the insane, and we return to the subject of lunacy because of certain observations recently made by a Home expert. He says that the gloomy statements commonly made as to the great increase in insanity are exaggerations. The apparent increase is really a statistical increase traceable, first, to the improvement of institutions, which led to a constant increase in the number of admissions for many years, and, secondly, to the lower death-rate and also the lower rate of discharge, which has caused an accumulation of inmates in the asylums. The actual new admissions have ceased to increase and have even, for some years, declined in proportion to population. Thus is laid one of the spectres with which Eugonists have been wont to alarm us.

Better News.

The same expert did something to allay the worst fears about heredity. It is generally supposed that insanity now appearing in a stock will perpetuate itself indefinitely. But it appears, recent researches go to show that, though there is a strong tendency to inherited mental defect, the history of a tainted stock usually shows one of two things. The descendants may get worse, the disease fall earlier and earlier in life, and the stock thus become eliminated altogether, or intermarriage with stronger stocks may tend to remove the defect in the course of a few generations. This is an extraordinary result, and it is quite clear that it would be unwise to put any great stress upon theories of heredity until the whole problem has been more carefully studied.

Steering Passengers.

The s.s. Glenfallloch brought up from Singapore yesterday 612 Chinese steering passengers.

DAY BY DAY.

The love of liberty is the love of others; the love of power is the love of ourselves.

Viscount Kuroda.

Viscount N. Kuroda, formerly Vice President of the Japanese House of Peers, is passing through by the Mishima Maru on the way to Japan.

Departed.

Sir Charles Eliot and Mr. Hinton, Principal and Registrar respectively of the Hongkong University, left by the Manchuria for Shanghai yesterday.

A Woman's Loss.

A woman residing in Lyndhurst Terrace has reported to the police that yesterday evening money and silver ware to the value of \$225 was taken from her room.

More Revenue.

Before Mr. Hazeland, at the Police Court, this morning a man was fined \$100 or in default six weeks imprisonment for being in unlawful possession of opium.

A Business Change.

A notice appears in our advertisement columns to the effect that the business of Messrs Goldring, Barlow and Morrell has now become vested in Mr. P. W. Goldring.

Fell Into the Hold.

A Chinese has been sent to the hospital by the Water Police, suffering from injuries caused by being knocked into the hold of a steamer in the Harbour, on which he was working cargo.

The Obliging Friend.

A man who stole a bedquilt from his friend, was brought before Mr. Hazeland, at the Police Court, this morning, and sentenced to one month's imprisonment with hard labour and four hours stocks.

Watchman Injured.

A district watchman in the Western district was sent to the hospital yesterday, suffering from injuries received in the course of an arrest of a prisoner. They both fell into the Harbour and the prisoner escaped.

The Preservation of Peace Proclamation.

A translation into Chinese of the preservation of peace proclamation to which we alluded on Saturday has been posted outside the Registrar General's office and is being studiously read by interested crowds of Chinese.

Opium Divan.

Sergeant adlington raided I. Sai Yuen Lane, last night, and arrested thirteen men on a charge of being concerned in an opium divan. Mr. Melbourne, at the Police Court, this morning, fined the keeper of the divan \$100, or in default five days.

Dismissed.

The case in which Lo Kwai, master of the s.s. Wo Hing, was charged before Commander Basil Taylor at the Marine Magistrate's Court, with carrying 12 persons in excess of the number allowed by his licence, was dismissed this morning Mr. Reader Harris of Messrs. Wilkinson and Grist appeared for the defence.

Leave of Absence.

Leave of absence, on private affairs, is granted to Captain H. K. Hughes and 2nd-Lieut. J. A. Jervois, 1st Bn. K.O.Y.L.I., as follows:—to neighbouring countries, from 17th January to 17th February, 1913; to United Kingdom, from 18th February to 17th October, 1913; Station leave is granted to Staff Nurse Miss M. E. Smith, Q.A.I.M.N.S., from 27th December, to 9th January.

Sanitary Board.

The meeting of the Sanitary Board held yesterday afternoon was one of the shortest on record, the whole of the proceedings being completed in less than five minutes. There were present Mr. D. W. Trautman President of the Sanitary Board, The Hon. Mr. E. R. Hallifax, Messrs. Ng Hon Tez and Chan Kai Ming, Col. J. Irwin, Dr. F. Clark, M.O.H., Dr. H. Pearce, Assist. M.O.H., and Mr. Bowen Rowlands, secretary.

Larceny of Jackets.

Inspector Dymond charged two Chinese before Mr. Hazeland, at the Police Court, this morning, with the larceny of three cotton jackets, at West Point. His Worship after hearing the evidence said there was no doubt as to the guilt of the first defendant, but as regards the second the case was very complicated. The first defendant would be sentenced to one month's imprisonment with hard labour, and four hours stocks, and the second man discharged.

"AN IDEAL HUSBAND."

Brilliant Performance by Hongkong Amateurs.

In a moment of temptation—the temptation that is wont to assail every man who is poor, and knows that he could do great things if he were rich—a lad of two and twenty sells a state secret to a foreign financier, and thereafter all is well with him; he becomes wealthy, weds a good and charming woman and is made an Under Secretary. Then, out of the past which, as Oscar Wilde mournfully observes, is "always the present," comes one—a woman, of course—who knows his wretched secret and holds the letter in which he has incriminated himself. The price she asks for the letter, and for her silence, is that he shall steep himself more deeply than ever in dishonesty. This he promises to do. His wife has believed him to be the one perfect man, but the woman "who knows" speedily upsets this belief, and husband and wife see social ruin and annihilated love staring them in the face.

This is the main thread of the first half of Wilde's "Ideal Husband," which was produced by amateurs at the Theatre Royal last night. Whether or no the husband and wife are delivered from their troubles, those who saw the play already know; and those who did not, owe it to themselves to go and find out to-morrow or on Saturday, when the play is to be repeated.

A Typical Wilde Play.

"An Ideal Husband" is a typical Oscar Wilde play, inasmuch as it contains admirable specimens of his quaint (and occasionally savage) irony, of his magnificent power of epigrammatic expression, of his affectionate—if it be affectionate—of tired cynicism, and, underlying all, of his unerring insight into the soul of man and woman; especially woman. In most respects the plot is a great one, but, regrettably enough, it sinks to the merely ingenious on one or two occasions—notably in the somewhat cheap circumventing of the villainess by the introduction of a trick bracelet.

Viscount Goring.

We have seldom, if ever, seen an amateur performance in which the main parts were so well understood and played. One role—that of Viscount Goring (Capt. Kinnaird-Watson)—can only be described as flawless, in its presentment for, throughout a long and tedious part, not a single point or opportunity was missed. A better picture of the easy going lounge, who hides untold depths of kindness and uncommon shrewdness under an assumption of boredom and something approaching stupidity, we have never seen on the London stage. Captain Kinnaird-Watson just lived his part; it might almost have been written for him. One could have wished him a more widely appreciative audience; it is a melancholy fact that, while his more obvious drolleries shook the house, nearly all Wilde's more finely-pointed witticisms—so exquisitely given by this clever amateur—left the majority of the decorous audience quite cold.

Mrs. Chevelay.

Mrs. W. Logan, as Mrs. Chevelay the adventuress, made a beginning that was more than good. In the scene in which she tempts Sir Robert Chiltern, a hint of melodrama somewhat marred what would have been, otherwise, a perfect achievement. But one soon forgot this in her really finished acting of the remainder of her part—acting that improved in quality at every moment till it unquestionably became the very highest art.

Lady Chiltern.

The most difficult task of the evening was Mrs. Worcester's, as Lady Chiltern. If she failed—in the scene wherein she discovers her husband's secret—to touch the most note of horrified disillusionment and outraged love, it may at least be said that nine front-rank actresses out of ten would equally have failed, for Oscar Wilde has here sketched a situation so heart-rendingly real that even superlative stagecraft fails before it. This apart, Mrs. Worcester's playing was beautiful, for she was not only the good woman, before whose goodness men unconsciously doff their caps, but she realised all

the subtleties inseparable from that type of goodness—the little jealousies that perforce crop up, and the unreadiness to forgive that are essentials of the average "good" woman's character.

Mr. Walter Siegler, as Sir Robert, was uniformly convincing, albeit he suffered from a very occasional tendency to overdo his part; one felt satisfied that he had it in him to do much better. Mrs. Hunter made an excellent Lady Markby, Miss Main was clever as the coquettish Mabel Chiltern, and all the minor characters deserve the greatest praise.

Space forbids us to give anything like an idea of the sparkling character of the play from a dialogue point of view; we must rest content with saying that many of Wilde's epigrams will dwell long in the minds of some of the auditors; such, for instance, as "Women are not meant to judge us, but to forgive us when we need forgiveness;" "I knew her so little that I got engaged to her;" "Morality is the attitude we adopt towards people whom personally we dislike;" "Vulgarity is the conduct of other people;" "Too much rouge and little clothes are always a sign of despair in women."

The staging of the play reflects very great credit on all responsible; and Messrs Lane Crawford and Co. are to be congratulated on the admirable manner in which the stage was furnished. The scenic effect of the first act was really admirable and the arrangement of the other scenes, as to furniture and lighting left nothing to be desired.

SENT OR LOST?

Was the Money Borrowed or Lost in Gambling?

This morning, the Puisne, Judge, Mr. Justice Gompertz, heard a case, in the Summary Court, in which a man named Ko Chun-pun sued Chan Yau to recover the sum of \$950 alleged to be money lent under a borrowing note.

Mr. P. W. Goldring appeared for the plaintiff and Mr. W. B. Bind for the defendant.

Plaintiff's story was that on April 4 he was invited to a dinner at the Wai Fah brothel. He arrived there about 8 p.m. and among the company already there was the defendant. The host did not arrive until 9 p.m. and said he had drawn \$1500 from a money loan association, and asked plaintiff to take care of it for him, and, after the feast, to lock it up for him in his safe, Chan Yau, the defendant, seeing the money handed over, approached the plaintiff and asked for a loan. Plaintiff said he could lend only about \$300 or \$500. Defendant replied that when plaintiff wanted to borrow of him he made no demur and plaintiff then agreed to lend him \$1000. Defendant said he wanted to go into a business with a friend, and as it was a general holiday, and the banks were closed he could not get the necessary money. Defendant gave him the borrowing note, produced. Plaintiff was not feeling very bright that night so he came away. He saw no gambling while he was there, and it was not true that he stayed there until 5 a.m. the next day and that the note was for money which he won off the defendant. The money was lent for a business transaction.

The case from the defence was that in fact no money passed between the parties, but was lost in gambling and that the note was given to cover the loss. After hearing the evidence his lordship reserved judgment.

DROSS OPIUM.

Two well-to-do Chinese were charged before Mr. Hazeland, at the Police Court, this morning, on two charges with being in unlawful possession of a quantity of dross opium and compound of opium. The first defendant was fined \$25 or in default one month on the first charge, and \$67, or in default two months hard labour on the second; the other defendant, \$18 or in default one month on the first charge, and \$21, or in default, one month on the second charge, the sentences to run consecutively.

PHILIPPINE CARNIVAL.

Arrangements for the Coming Big Event.

Little has been said abroad of the preparations for the big 1913 Philippine Carnival, which is to take place in Manila. This does not by any means augur that preparations have not been going on with a deal of spirit and enthusiasm; indeed the eagerness displayed by those in charge of the plans for the great show next year has demonstrated that they are willing to work, and it has also been shown by the zeal which they have displayed in attending the meetings of the various committees to which they belong.

It is understood that the plans for this big annual festival are most comprehensive, and that a splendid entertainment is assured to all who enter the Carnival gates during the days and nights between February 1st and 9th.

Broadly speaking, the biggest and most important thing in the Carnival will be the Far Eastern Olympiad, as all of the best athletes of the Orient will compete in a long list of events. Mr. E. S. Brown, the physical director of the Y.M.C.A., Mr. F. L. Crone, Assistant Director of the Bureau of Education, and the well known attorney, Mr. William Luthery, are told, are members of the Chief Committee that is in charge of the arrangements for the sports.

It is understood that representatives from the principal countries of the world will gather in Manila to compete for honours and records.

A change has been made in the arrangement of so-called "National Days." At the coming Carnival there will be but one "National Day"; it is to be called "Philippine Day," and will be celebrated on the first Sunday in Carnival week. Señor Martin Ocampo has again accepted the honour of directing all arrangements for this day.

Mr. Ocampo's work in this line last year fully demonstrated the fact that his acceptance of the Directorship again will ensure unqualified success for the Carnival.

The musical arrangements, we are told, are to surpass anything that has yet been done. Our informant says that plenty of good music is not only a valuable adjunct, but it is an absolute necessity to a huge carnival of this kind. Music, he states, when heard on all sides, not only draws the people that are without the gates, but exhilarates those that are already inside. Mr. E. E. Gessler is the chairman of the Musical Committee, and there will be numerous bands playing at various points of the grounds both by day and night.

Mr. T. J. Wolff is in charge of the big "Carnival Parade" and he promises that he will make it "something to talk about, and to be remembered with pride."

Mr. F. R. Glass is again in charge of the "City of Fun," and he says that the Side Shows and "Freaks" this year will eclipse everything that he has so far been able to offer the public.

Mr. Glass goes on to say that a Carnival "sint one" without amusing Side Shows, where visitors can laugh themselves out to their heart's content!

It is expected that attractive rates of passage to Manila will be offered by the Pacific Mail Steamship Company, so that members of the colony will be able to go to the Carnival and return for a minimum charge.

MOVEMENTS OF TROOPS.

The 24th (Hazara) Mountain Battery will proceed to camp at Sun Wai, by route march, on Thursday, January 2nd. An advance party and heavy baggage will proceed by 6-50 a.m. train to Fanling, January 1st.

Lieut. Colonel F. W. G. Gordon-Hall; Captain E. C. Lambkin; Lieut. H. G. Monteith; Lieut. and Qr.-Mr. E. V. Saunders; 1 W.O. and 23 N.C.O.s, and men R.A.M.C., returned to Hong Kong from Sun Wai on the 14th instant.

Lieut. A. G. B. Buchanan, and 32 N.C.O.s and men; Lieut. A. W. S. Gibson and 30 N.C.O.s and men; Lieut. H. A. S. Pressley, 1 W.O. and 26 N.C.O.s and men, R.E., returned to Hong Kong, from Lyemun; Somecutters; and Bolchers, respectively, on the 15th instant.

SPECIAL CABLES.

THE OPIUM QUESTION.
A CRITICAL SITUATION.

[Our Own Correspondent.]
Shanghai, December 18.
The Opium Question has reached a critical stage.
The Shanghai Consular body has telegraphed to the Ministers at Peking pointing out that systematic obstruction of foreign trade had resulted in the accumulation of stocks of opium amounting to ten millions sterling. These stocks are mortgaged to eleven foreign banks in Shanghai on the strength of the Agreement of 1911, which China is not carrying out.
Diplomatic intervention with a view to securing the carrying out of the Treaties is requested.

CRIMINAL SESSIONS.

The Seriousness of Gang Robberies.

This morning, the December Criminal Sessions opened before the Chief Justice, Mr. W. Rees Davies, K. C., when only three cases were in the calendar. This session is of interest inasmuch as under the new full Court Ordinance, the sessions for January will not be held, on account of the visit of the Chief Justice of His Britannic Majesty's Supreme Court for China, to sit in appellate jurisdiction with the Judges of the Colony.
The first case was that in which Tang Sang, of youthful appearance, was charged with being concerned with others not in custody in committing a robbery at 19 Queen's Road Central.
The Crown Solicitor, Mr. J. H. Kemp, prosecuted on behalf of the Crown, the prisoner being unrepresented.

The following was the jury sworn:—Messrs Robt. Henderson, R. L. Atkinson, A. R. Forbes, J. Fasse, D. E. M. de Souza, R. B. Wood, F. D. Haight.
The Crown Solicitor, addressing the jury, remarked that robbery by a gang was considered as being of a more serious nature than robbery by a single individual. In this case there were two men, and the place where the robbery took place was a house in which coolies employed at the Central Market lodged. Their rooms, which were on the third floor of the building, fronted Queen's Road, but the entrance was from a lane at the back. At 6 p.m. on November 19 the coolies were away and only a watchman was left in the house. Two men, one of whom was known to the watchman on account of his having slept there before, entered the house, and after conversing awhile, sat on the watchman, and bound him, afterwards getting away with some clothing in a box.
The prisoner, who was found guilty, gave his age as 22.
In sentencing the prisoner, His Lordship remarked that he understood that he was not a native of Hongkong, but was one of a number who had come down from Canton for the purpose of committing burglary. In fact, he understood that he had only arrived in the colony a few days before. He used no great violence, and what violence was used was upon another man, and not on defenceless women, as was often the case. Having regard to that and the fact that nothing was known against him, he did not want to make a jail-bird of him.
The sentence of the court was that he be imprisoned for eighteen months with hard labour and receive 10 strokes of the "cat."

Three Charges.
Tong Fak, before the same jury, was charged with (1) assault by two or more with intent to rob, (2) causing actual bodily harm, (3) common assault.
Prisoner pleaded not guilty to all three charges.
Mr. Kemp, prosecuting, remarked that this was an example of attempted gang robbery. They were disturbed and the robbery did not get beyond the attempt. The offence was alleged to have been committed at a shop at Mongkoktsui on Nov. 14. About 6.30 p.m. the shop door was open and the maid servant was just going to close it when a number of men entered. The master of the shop and his wife had retired

to rest in a cubicle at the back of the shop. One of the men seized the maid servant and brought her down to the cubicle, which was entered by two other men who threatened the shopkeeper and his wife with a knife and a revolver. The shopkeeper took up his blanket and tried to throw it over one of the men and in the struggle which ensued the shopkeeper received a cut on the hand. The latter called out "thief" and, finding themselves resisted, the robbers ran away. The man who held the maid servant was the prisoner, and he was seen to leave the shop by a foki who was in the next shop. The foki gave chase, but the man was caught by a constable, in a stairway in Temple St.
The case was proceeding as we went to press.

HARBOUR COLLISION.

A collision occurred in the harbour yesterday between the Russian Volunteer Fleet s.s. Vladimir and Toyo Kisen Kaisha steamship Fuso Maru.
It is stated that as the Vladimir was entering the harbour from the west, towing the pilot's boat alongside, as is customary, the T.K.K. launch attempted to cross her bows from port to starboard at an angle of about 30 degrees, and the big ship was unable to change her course quickly enough to avoid a collision. Three of the Chinese crew of the launch, it is said, jumped overboard and four life preservers were thrown to them from the Vladimir, two from the bridge and two from the boat. The men were picked up unhurt by the pilot's boat.
The amount of damage done to the launch has not yet been ascertained, but it appears to have suffered severe injury.

THE REWARD OF CURIOSITY.

A Chinese who was taken by Surprise.

A man charged before Mr. Hazeland, at the Police Court, this morning, with being in unlawful possession of a small quantity of re-smoked opium, was said to have belonged to his master.
The case was adjourned to enable the defendant to substantiate the allegation he made against his master. In the meantime the master out of curiosity came up to the Court to hear how the defendant had fared. Mr. Hoggarth, of the opium farm brought the curious one before Mr. Hazeland and the latter advised Mr. Hoggarth to proceed against him if he had grounds upon which to do so. Mr. Hoggarth had the master's name placed on the charge sheet and, in due course, he came up for trial.
It was stated that the dross was not worth much.
His Worship eventually discharged the first defendant and fined the master \$10 or in default one month.

LOCAL SPORT.

CRICKET.

The following will represent the United Services on the Hongkong Cricket Club ground on Wednesday and Thursday, the 25th and 26th December. Play is to commence at 12 noon on the first and at 10 a.m. on the second day.—R. Hancock (Capt.), R. N. Anderson, R. E. O. Bird, A. A. Claxton, S. H. Dodwell, A. C. E. Elborough, A. H. Gillingham, H. Hancock, J. W. Stephenson, J. J. Lloyd, T. E. Pearce.
An interesting cricket match was played to-day on the Hongkong C. C. ground between the Royal Navy and the H. K. Garrison resulting in a win for the former by eight runs, the scores being 119 to 127.
For the Garrison Lt de Honghton made the top score with a total of 54 for the Navy, E. R. A. Poole secured premier honours with 41 to his credit.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory by the American Consulate General, Hongkong at 11.15 a.m. to-day—
Cyclone or Typhoon N. of the Pelow Islands moving W.

NEWSPAPER COMMENT.

Alleged Case of Contempt of Court.

The case in which a man, hailing from Saigon and bearing a Chinese name but speaking no other language than French, prosecuted another Chinese with assaulting him in a family house in Des Vaux Road was again heard at the Police Court this afternoon.
Mr. Mason, of Messrs. Wilkinsons and Grist, prosecuted, and Mr. Shenton, of Messrs. Deacon, Looker and Deacon, defended.
There was a cross-summons against the prosecutor in the first case for assault.

Mr. Mason:—Before opening this case, your Worship, I wish to call your attention to a report in a Chinese newspaper in this Colony making a scurrilous statement which is contempt of Court.
His Worship:—Well do you object to this, Mr. Shenton?
Mr. Shenton:—All I can do is to compliment the Chinese paper for having foreshadowed the defence I am going to raise. It has nothing to do with me; it is an independent case altogether. My friend knows the proceedings in the Civil Courts, and I say, from the translation I have seen, the Chinese press has been very out to foreshadow the defence I intend to raise in this Court this afternoon and submit to Your Worship.

His Worship:—I can take this after the case, Mr. Mason.

Mr. Mason:—It is for you to decide if you consider that contempt of Court has been committed and what steps you will take. I will submit it is not fair comment or a report of the case; nothing of that kind transpired the last time the case was before the court.

Mr. Shenton:—It has no intention to convey a report of the case it is a matter of "We have heard or we have been informed there is a question over a lady" which I will as a matter of fact, prove to your Worship as the case goes.

His Worship:—Go on now, Mr. Mason, and take this after the case.

Mr. Shenton said there was a summons against a lady in the case.

His Worship:—Is Mr. Mason appearing for her?

Mr. Mason:—This is the first I have heard of it. I did not know there was a lady in the case at all.

Dr. Marriott gave evidence for the prosecution as to attending to the original prosecutor when he came to see him suffering from injuries. A considerable amount of force would have to be used to cause the injuries.

POLICE INFORMERS.

Strong Comments by Mr. Slade.

Mr. Marcus Slade, K. C., in addressing Mr. Hazeland on behalf of the Chinese charged with being in unlawful possession of 1,000 ounces of cocaine, yesterday at the Police Court, said that in this Colony there was a system of police informers and it led to all kinds of trouble. Informers did not care anything about the seizure of opium or cocaine; what they were concerned about was having someone fined so that they would receive some part of that fine. His Worship, sitting as a jury, would have to consider—he could not help him to estimate—the value of the verbal evidence which had been given. He submitted that the defendant had given his evidence in a very truthful manner and had answered questions, however inconvenient, without hesitating for the fraction of a second. The coolie who had given evidence against him was an informer's witness.

Mr. P. M. Hodgson, Assistant Crown Solicitor, who prosecuted, said that his learned friend, counsel for the defence, had endeavoured to attack a witness for the Crown, namely the coolie, in a manner which he (Mr. Hodgson) would submit was absolutely unjustifiable. He had called the coolie an informer's witness, or an informer's coolie, and there was not a tittle of evidence that this man was an informer's coolie. He submitted the evidence against the defendant was most incriminating, and he asked for the full penalty of the law.
His Worship reserved his decision.

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To-day.
Confirmation Service. St. John's Cathedral, 5.30 p.m.
Thursday, Dec. 19.
"An Ideal Husband." Theatre Royal.
Friday Dec. 20.
Service for Men. St. John's Cathedral 9.15 p.m.
Saturday, Dec. 21.
"An Ideal Husband." Theatre Royal.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"MISHIMA MARU,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, to-day.
Goods not cleared by the 25th Dec., will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

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Agents.
Hongkong 18th Dec., 1912

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1 bottle of Talvera Port	1 bottle of Port, Fain Rich	1 bottle Pull Rich Port
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2 bottles of B & W Whisky	2 bottles of B & W Whisky	1 bottle Gin
1 bottle of *** Brandy	1 bottle of *** Brandy	1 bottle of *** Brandy
2 bottles of Gin	2 bottles of Gin	1 pt. of Peppermint
1 bottle of Peppermint	1 bottle of Peppermint	3 qts. Whisky B & W
50 Egyptian Cigarettes	2 qts. Sparkling Burgundy	6 pts. Malbe Superior

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Hongkong 15th November 1912

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"E. of Japan" ... " " 18	"E. of Ireland" ... " " 14
"Monteagle" ... " " 25	"E. of Ireland" ... " " 21

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SHANGHAI via SWATOW, KWONGSANG " ... Tuesday, 17th Dec., Noon.
SINGAPORE, PENANG & CALCUTTA FAUSANG " ... Tuesday, 17th Dec., Noon.
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N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's WING LOK STREET WHARF.
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Further particulars may be obtained at the Office of the Company.
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PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destination	Steamers and Displacement	Sailing Dates
MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	TANGO MARU, Capt. K. Kawara, T. 18,500	WEDNESDAY, 18th Dec., at Daylight.
EUROPE & AMERICA	KAMO MARU, Capt. F. L. Sommer, T. 16,000	WEDNESDAY, 1st Jan., at daylight.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, OHI, & YAMAGUCHI	AWA MARU, Capt. Shimizu, T. 12,500	TUESDAY, 31st Dec., at noon.
SYDNEY & MELBOURNE via MANILA, TRINIDAD, ISLAND, HOWESVILLE and BRISBANE	KUMANO MARU, Capt. M. Winkler, T. 9,800 YAWATA MARU, Capt. T. Sakino, T. 7,000	FRIDAY, 20th Dec., at Noon. WEDNESDAY, 15th Jan., at Noon.
NEAKI, KOBE & YOKOHAMA	YAWATA MARU, Capt. T. Sakino, T. 7,000	WEDNESDAY, 18th Dec., at Noon.
KOBE & YOKOHAMA	MISHIMA MARU, Capt. E. A. Motes, Tons 16,000	THURSDAY, 19th Dec., at daylight.
CALCUTTA via SINGAPORE, PENANG and Rangoon	COLOMBO MARU, Capt. Kawashima, Tons 6,000	SATURDAY, 28th Dec., at Noon.
SHANGHAI, KOBE & YOKOHAMA	CEYLON MARU, Capt. Tozawa, T. 12,000 HAKATA MARU, Capt. H. Nomura, T. 12,500	MONDAY, 23rd Dec., at Noon.
SHANGHAI, MOJI & KOBE	RANGOON MARU, Capt. Kamoshita, T. 7,000	WEDNESDAY, 18th Dec., at Noon.

† Cargo only.
† Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1913.

Steamer	Tons displacement	Leaving H.K.
Mishima Maru	16,000	29th January.
Kaga Maru	12,500	12th February.
Atsuta Maru	16,000	26th February.
Hitachi Maru	18,000	12th March.
Miyazaki Maru	16,000	26th March.
Kitao Maru	16,000	9th April.
Iyo Maru	12,500	23rd April.
Hirano Maru	16,000	7th May.
Tango Maru	18,500	21st May.
Inaba Maru	12,500	11th February.
Shidzuoka Maru	12,500	25th February.
Tamba Maru	12,500	11th March.
Awa Maru	12,500	25th March.
Sado Maru	12,500	14th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidzuoka Maru	12,500	20th May.

(Subject to change without notice.)
T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

For	Steamers	To Sail
SWATOW and SHANGHAI	"KIUKIANG"	18th Dec., Noon.
SHANGHAI	"CHINHUA"	" 4 P.M.
SHANGHAI	"LIANGCHOW"	21st " Midnight.
HAIPHONG	"SINGAN"	24th " 10 A.M.
SHANGHAI	"CHENAN"	26th " 4 P.M.
MANILA, CEBU & ILOILO	"KUEICHOW"	27th " 4 P.M.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."
MAJILA LINE—Two "orew" Steamers "Tan" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, etc. Saloon accommodation of s.s. "Kailong" is situated on deck, etc; Electric Fans fitted.
SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anan, Ohsan, Lian, Chihua)—with excellent passenger accommodation. Electric Light throughout, and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.
These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wuchow.

Reduced Fares:—Single \$45. Return \$75.
NEW SERVICE.
SHANGHAI TO ANTUNG
Sailings on alternate Wednesdays.
For Freight or Passage apply to
Butterfield & Swire,
Agents.
Times No. 38.
Hongkong, 16th December, 1912.

Shipping

HONGKONG—PHILIPPINES.
PHILIPPINES STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu.	TUESDAY, 17th Dec., 4 P.M.
ZAFIRO	4000	F. E. Orter	Manila, Mangarin, Iloilo and Cebu.	FRIDAY, 27th Dec., 4 P.M.

For Freight or Passage apply to
SHEWAN TOMES & CO.
GENERAL MANAGERS
Hongkong 7th December, 1912. [14]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA AND JAPAN.
Steamer From Expected date of sailing For Will leave on or after
Tikiiki ... JAPAN ... 2nd half Dec. ... SHANGHAI ... 2nd half Dec.
Tikiatop ... JAPAN ... 2nd half Dec. ... JAPAN ... 2nd half Dec.
Tikiwong ... JAPAN ... 2nd half Jan. ... JAPAN ... 2nd half Jan.
Tijpanas ... JAPAN ... 1st half Jan. ... JAPAN ... 1st half Jan.
Tijmanock ... JAPAN ... 2nd half Dec. ... JAPAN ... 1st half Jan.
Tijaroem ... JAPAN ... 1st half Jan. ... JAPAN ... 1st half Jan.
Tijmabi ... JAPAN ... 1st half Jan. ... JAPAN ... 1st half Jan.
Tijbabi ... JAPAN ... 1st half Jan. ... SHANGHAI ... 1st half Jan.
The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.
For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
Telephone No. 375 York Building. [15]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.
SAN FRANCISCO LINE
Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.
PROPOSED SAILING FROM HONGKONG. (Subject to alteration).
Steamer Tons Captain Date of sailing
S.S. "Chiyo Maru" ... 11,000 ... W. W. Greene ... Dec. 21st, Noon.
S.S. "Nippon Maru" ... 21,000 ... A. G. Stevens ... Jan. 1st, Noon.
S.S. "Tenyo Maru" ... 21,000 ... E. Bent ... Jan. 17th, Noon.
S.S. "Shinyo Maru" ... 21,000 ... H. S. Smith ... Feb. 1st, Noon.
These steamers are equipped with Turbine Engines and Triple Screws.
All steamers carry Japanese Government wireless telegraph and post office.
The steamer "Chiyo Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 21st Dec., at Noon.
INTERMEDIATE SERVICE.
The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU on SATURDAY, the 11th January, 1913, at Noon.

SOUTH AMERICAN LINE.
In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.
Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.
PROPOSED SAILINGS FROM HONGKONG (Subject to alteration).
Steamer Tons Date of sailing
Kiyo Maru ... 17,500 ... Saturday, February 1, Noon 1913.
Buyo Maru ... 10,500 ... Thursday, April 3, Noon 1913.
For Further Particulars as to Passage and Freight, apply to
S. MORIMOTO, Agent.
(KING'S BUILDING Opposite Blake Pier) [1]

"THE BIG" 4 OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
7,000 tons, twin screws. 27,000 tons, twin screws.	18,000 tons, twin screws.	13,100 tons, win screws.	13,100 tons, win screws.
Also Nile, 11,000 tons, China, 10,000 tons, and Persia, 8,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honfuku (the Paradise of the Pacific). Through Service via New York to Europe.
SOME FEATURES OF SERVICE.
LIGHTS AND FANS Individual Electric Reading Light in each berth and Electric Fan in each State-room under passenger's control.
SWIMMING TANK Installed on deck for salt water plunge. Bathing suits on board.
BAND Filipino string Band Concerts each afternoon and evening and also during Tiffin and Dinner.
CULINARY The Cuisine is under the direct supervision of one of the world's most famous caterers.
GAMES AND AMUSEMENTS Deck Games, such as Quizzes, Shuffle board and all kinds of gymnastic sports, are arranged during the voyage, as well as indoor amusements, such as musical entertainments. Games and amusements are also arranged to while away the time.
WIRELESS AND SUBMARINE SIGNAL SERVICE The most powerful Wireless Telegraph apparatus is installed on all steamers, and Submarine Signal Service is used as an additional measure of safety.
BLUKE KEELS Are fitted to the hulls to prevent rolling at sea, thus ensuring steadiness and comfort.
THE COST Is not more by this route with its unrivalled facilities, than by any other route.
For a return ticket to London the cost is but £10, including berth and meals, across America. To San Francisco via Japan and Honolulu the cost is £15. For the INTERMEDIATE SERVICE First Class accommodations are provided for 4th to London (return ticket £70) and to San Francisco. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.
Steamers: Manchuria ... 27,000 Tons Starting, Dec. 17th, at 1 p.m.
" Nile ... 11,000 " " Dec. 31st, at 1 p.m.
" Mongolia ... 27,000 " " Jan. 7th, at 1 p.m.
" Persia ... 8,000 " " Jan. 28th, at 1 p.m.
" Korea ... 18,000 " " Feb. 4th, at 1 p.m.
Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.
* Intermediate Steamers. LET US PLAN AN ITINERARY FOR YOU
King's Building (Opp. Blake Pier). FRED J. ALTON, Telephone No. 141
Hongkong, 6th September, 1912. Agent.
Panama-Pacific International Exposition-San Francisco-1915.

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG
SHANGHAI: 2-5, Foochow Road. YOKOHAMA: 32, Water Street.
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
13) CHINESE OFFICE—LUDGATEHOUSE, LONDON, E.C.

LOG BOOK.

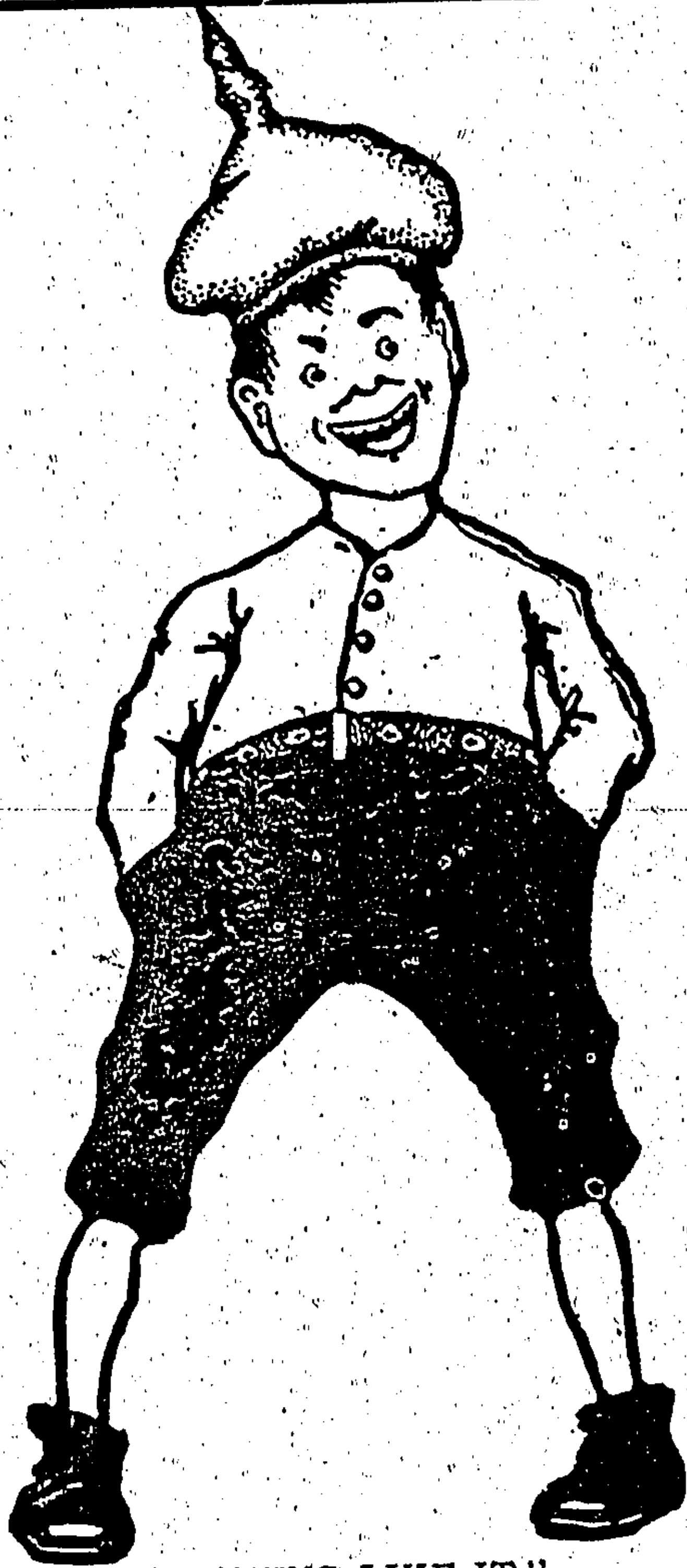
The "Mizuho Maru" Case.

The preliminary hearing of the inquiry re Messrs. Iwaki & Co.'s steamer Mizuho Maru, 1351 tons, formerly the Norwegian ship Norrona (which ran aground off Chosen owing to the fog last July, while on her way from Newchwang to Moji, laden with 55,600 cakes Bean Cake and 1,342 bags Red Beans) is now in progress at the court of the Marine Disciplinary Committee, Dairen. At the time of the accident, no arrangements were in force for a marine trial at Dairen, and consequently the inquiry has been postponed up to the present. The scene of the accident is said to be a dangerous place for mariners with swift cross currents.

The Motor Vessel "Monte Penedo."
The twin-screw motor vessel Monte Penedo, recently built at Kiel to the order of the Hamburg South American Steamship Company, represents a most interesting new type of vessel, being the first large transatlantic freight ship to be equipped with two-cycle Diesel motors. The Monte Penedo is 350 ft. in length, 50 ft. in breadth and 27 ft. in depth, her gross tonnage being about 4,000 registered tons and her carrying capacity about 6,500 tons. She has two continuous steel decks, a long poop and fore-castle, a continuous double bottom and an elevated ballast tank, four holds, six water-tight transversal bulkheads and two masts, and contains the most up-to-date loading and unloading devices for the handling of goods up to 35 tons in individual weight. The cabins for the captain and and officers are arranged amidships and those for the machinists at the rear on the poop deck, whereas the sailors are accommodated below the fore-castle and the engineers below the poop. The Monte Penedo is operated by two reversible four-cylinder two-cycle Diesel-Sulzer crude oil motors, of a total output of 2,000 i.h.p., giving the vessel at full load a speed of about 10½ knots. The auxiliary machinery comprises a 50 h.p. Diesel dynamo, a 50 h.p. compressor, an auxiliary steam-operated compressor, an auxiliary condensing plant, and a condensed water re-cooling plant. Most of the auxiliary machinery is operated by steam generated by an oil-fired auxiliary boiler. The steering gear is actuated by pre-heated compressed air. The oil bunkers are protected by special safety devices against any risk of fire, as well as against injury and leakage in the event of collision. The Sulzer two-cycle motors show some important advantages over the four-cycle motors of the Selandia and Christian. They are, in fact, considerably smaller, with an equal oil consumption, and as their space requirements are less, the accommodation for cargo is considerably greater. Moreover, two-cycle motors are considerably cheaper and simpler in design, so that the cost of repair is much lower. It is also claimed that two-cycle motors are much superior to four-cycle motors in manoeuvring capacities. To give an idea of the advantages to be expected from the adoption of such motors, it may be said (says the "Indian and Eastern Engineer"), that the saving in fuel, as compared with quadruple expansion engines, during a voyage of 13,500 nautical miles from Hamburg to Buenos Aires, is 1,073 tons and the home voyage 537 tons, i.e., an average of 805 tons, while the saving, as compared with triple expansion engines is 1,323 and 682 tons respectively, the average being 1,003 tons. If to that is added the saving in weight due to the smaller weight of Diesel-Sulzer motors, the total saving, or surplus capacity, works out as follows: As compared with quadruple expansion engines a surplus capacity of 975 tons, i.e., about 15 per cent., and as compared with triple expansion engines, a surplus capacity of 1,103 tons, or 18 per cent. During the recent trial trips a speed of 13½ knots was obtained. The Monte Penedo has just started on her maiden voyage to South America.

Full Board \$45.00 per month, Punch tickets for 30 meals \$30.00. Strict cleanliness and only best Material used.
ALEXANDRA CAFE CO.

X'MAS SPECIALITIES



"NOTHING LIKE IT."

An unique assortment of English and French Sweets, Crackers and Table Decorations from the wellknown makers of the world in Fancy Boxes and loose by weight.

CASH DISCOUNT 10 %

An early inspection earnestly solicited.

H. RUTTONJEE & SON.

Wine & Provision Merchants,

38 & 40, Queen's Road, Central.

Shipping

HAMBURG-AMERIKA
LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."
EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to
Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,
Lisbon, Oporto, Genoa, and other Mediterranean Ports, Black Sea and
Russia, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD:	HOMEWARD:
S.S. ARNICA 22nd Dec.	For Marseilles, Havre & Hamburg:
" ALTMARK 3rd Jan.	S.S. SELOVIA 23rd Dec.
" SILESIA 14th Jan.	For Havre, Bremen & Hamburg:
" SUEVIA 27th Jan.	S.S. ALESIA 24th Dec.
" O. J. D. AHLERS 11th Feb.	For Rotterdam, Bremen & Hamburg:
" SPEZIA 26th Feb.	S.S. BRASLIA 11th Jan.
" SENEGAMBIA 10th March	For Havre & Hamburg:
" SITHONIA 23rd March	S.S. SAMBIA 16th Jan.
	For Rotterdam, Bremen & Hamburg:
	S.S. FURST BULOEW 21st Jan.
	For Havre, Bremen & Hamburg:
	S.S. ARNICA 22nd Jan.
	For Marseilles, Havre & Hamburg:
	S.S. GOLDENFELS 27th Feb.

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office.

BRITISH INDIA S. N.
CO., LTD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
KOBÉ, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "UPADA," 6,257 tons gross, Captain, Logan, will be despatched
for YOKOHAMA & KOBÉ on the 19th December, at 4 p.m., taking cargo
and passengers at current rates.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.,
Agents.
Telephone No. 215.
Hongkong, 13th December, 1912.

LOG BOOK.

The Turkistan's Fine Run.

New York, Nov. 5.—The steamship Turkistan, from Port Said to New York with 8,000,000 pounds of Persian dates in her hold, was sighted off the New Jersey coast to-day, charming toward New York at a 10½ knot gait, her safety valves popping and her captain as anxious a mariner as ever brought a ship into port. What he did not know then, and what concerned him most, was whether he had won his race with the steamer Stanhope, also from Port Said, and loaded to the gunwales with 7,000,000 pounds of dates. The Turkistan won, and because she brought her cargo first to market she made a bonus of \$2,500 for her crew and \$50,000 for her consignees. By the time the Stanhope reaches New York, dealers in dates will be well supplied and the price will have fallen from 4½ to 3½ cents a pound. The Turkistan left Port Said on October 18, two days behind the Stanhope. The latter, however, is a 10-knot ship, while the Turkistan can make half a knot more.

Bombay Port Trust.

The Administration Report of the Bombay Port Trust for the year 1911-12 indicates a healthy improvement in its revenues which have now reached the satisfactory total of Rs. 84½ lakhs, over 1½ lakhs above what it was only five years back. This year's revenue was exceeded last year by Rs. 1½ lakhs, but for exceptional reasons, it having been a record year for exports, mainly of seeds; this year, on the contrary, there was a partial failure of the Monsoons in the Presidency which reduced exports of cotton, seeds, and myrabolams. Twist and yarn and manganese ore were also exported to a smaller extent, and there were reduced imports of coal, grain, and sugar. Expenditure amounted to Rs. 74½ lakhs leaving a surplus of Rs. 10 lakhs which was transferred to the Revenue Reserve Fund. This fund now amounts to Rs. 78½ lakhs which is in excess of the sanctioned limit of Rs. 75 lakhs; but a proposal has been submitted to Government to raise the limit to Rs. 105 lakhs. The main item of revenue is

wharfage fees which during the year yielded nearly Rs. 40 lakhs; but there is also the handsome item of Rs. 12½ lakhs derived from rents. Looking at the general trade of the Port we find there has also been a marked increase. In the year under report it amounted to Rs. 199 crores, being an increase over the previous year of Rs. 16 crores or 8.02 per cent. The increase in the imports of kerosene oil were very marked, the figure having sprung from 354 million gallons to 411 million gallons. As regards cotton we quote from the Report: "A large quantity of American cotton was imported owing to favourable price parities and a shortage in the long-stapled varieties of Indian cotton. The total import figures for 1911-12 include 82,050 bales from America which is the largest importation of this cotton on record." The note on sugar is also interesting so is quoted in full: "The imports of sugar (139,000 tons) showed a decrease of 47,000 tons compared with the figures of 1910-11 and were the lowest on record for several years. The decrease was mainly due to the failure of the Continental beet crop and no European sugar was imported during the year. Trade in Java sugar commenced in 1906-07 with about 21,000 tons and has steadily increased to about 79,000 tons in the year under report." Bombay had to be content with 67,000 tons less Indian coal than in the previous year owing to wagon shortage, or whatever it is that made the difficulty of getting the coal from the collieries to the port of shipment. Naturally the demand was met from elsewhere, Australia contributing 33,229 tons, Japan 10,757 tons, and Natal 19,787 tons. There has been a fair steadiness since the year 1905-06 in the number and tonnage of vessels that have entered the docks or have been berthed at the harbour walls, not easily accounted for considering the great development of trade. In 1905-06 1,500 vessels with a total tonnage of 2,929,078 were booked and in 1911-12, 1,519 vessels with a total tonnage of 2,787,013. The Merrett Dry Dock brings the Trust a fair revenue and a steady one. During the year Rs. 161,016 were realised from 188 vessels docked, the largest vessels being the P. and O. "Mooltan," 520 feet long, 58 feet beam and 9,821 gross tonnage.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Denbighshire	J. M. & Co.	28 December
London via Usual Ports of Call	Himalaya	P. & O. Co.	21 December
London and Antwerp via Singapore, &c.	Sicilia	P. & O. Co.	25 Dec., about
Havre and Hamburg, &c.	Alesia	H. A. L.	24 December
do do	Sambia	H. A. L.	11 January
do do	Brasilia	H. A. L.	5 January
Bremen and Hamburg, &c.	Faerst Buelow	H. A. L.	23 January
do do	Segovia	H. A. L.	19 December
Marseilles and Hamburg, &c.	Kiyo Maru	T. K. K.	1 February
Mexico, Peruvian and Chili via Japan	Dunerio	Bank Line	Begin. January
Cape Ports via Mauritius	Canton	A. N. & Co.	15 January
Copenhagen and Baltic Ports	Africa	S. W. & Co.	19 December
Trieste via Singapore, Penang & Colombo, &c.	Persia	S. W. & Co.	31 Dec., about
Trieste, Fiuma, Venice via Singapore, &c.	Luetzow	M. & Co.	25 December
Naples, Genoa, Algiers, Gibraltar, Southampton			

New York, San Francisco and Canada.

Boston and New York	Egremont Castle	D & Co.	19 Dec., about
New York via Suez Canal	Schuykill	Bank Line	30 December
New York via Ports and Suez Canal	Swazi	S. T. & Co.	9 Jan., about
San Francisco via Shanghai and Japan, &c.	Chiyo Maru	T. K. K.	12 December
do do do do	Nile	P. M. Co.	31 December
do do do do	Mongolia	P. M. Co.	7 January
Victoria, Vancouver, &c.	Ockley	Bank Line	End of December
Victoria, B.C., and Tacoma via Japan, &c.	Tacoma Maru	O. S. K.	26 December
Victoria, B.C., and Tacoma via Keelung, &c.	Panama Maru	O. S. K.	4 January
Victoria, B.C., and Seattle via Shanghai, &c.	Awa Maru	N. Y. K.	31 December
Vancouver via Shanghai and Japan, &c.	Empress of India	C. P. R. Co.	11 January
Vancouver	Monteagle	C. P. R. Co.	8 March

Australia.

Australian Ports	Changsha	B. & S.	4 January
Australian Ports via Manila	Kamano Maru	N. Y. K.	20 December
do do do	Prinz Waldemar	M. & Co.	28 December
do do do	St. Albans	G. L. & Co.	4 January

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroem	J. C. J. L.	Quick despatch
do do do	Tjinahli	J. C. J. L.	Quick despatch
Singapore, Penang and Calcutta	Yatsang	J. M. & Co.	20 December
do do do	Thongwa	D. S. & Co.	27 December
Singapore, Penang, Rangoon and Calcutta	Colombo Maru	N. Y. K.	28 December
Kudat and Sandakan	Borneo	M. & Co.	Middle of January
Bombay via Singapore and Colombo	Wakasa Maru	N. Y. K.	23 December
Sandakan	Mausang	J. M. & Co.	19 December
Japan	Tjiliwong	J. C. J. L.	Quick despatch
do	Tjinanook	J. C. J. L.	Quick despatch
Yokohama and Kobe	Upada	J. M. & Co.	19 December
Yokohama and Kobe via Shanghai	E. F. Ferdinand	S. W. & Co.	30 Dec., about
do do do	Vorwaerts	S. W. & Co.	30 Dec., about
Kobe and Moji	Arratoon Apear	D. S. & Co.	30 December
Kobe and Yokohama	Mishima Maru	N. Y. K.	19 December
do do do	Coblentz	M. & Co.	7 Jan., about
Anping and Takao via Swatow and Amoy	Sochi Maru	O. S. K.	25 December
Swatow, Amoy and Foochow	Haitan	D. L. & Co.	20 December
do do do	Haiyang	D. L. & Co.	24 December
do do do	Haiching	B. & S.	18 December
Swatow and Shanghai	Kinkiang	B. & S.	18 December
Panama via Swatow and Amoy	Daijin Maru	O. S. K.	22 December
Manila, Mangarin, Iloilo and Cebu	Yuansang	J. M. & Co.	21 December
Shanghai, Kobe and Moji	Zafiro	S. T. & Co.	27 December
Shanghai, Kobe and Yokohama	Dilwara	D. S. & Co.	24 December
Shanghai, Moji, Kobe and Yokohama	Hakata Maru	N. Y. K.	23 December
Shanghai	Sunda	P. & O. Co.	26 Dec., about
do	Tjilatjap	J. C. J. L.	Quick despatch
do	Tjibodas	J. C. J. L.	Quick despatch
do	Tjiki	P. M. Co.	Quick despatch
do	Delta	P. & O. Co.	19 Dec., about
do	Koerber	S. W. & Co.	5 January
do	Chinhua	B. & S.	19 December
do	Liangchow	B. & S.	21 December
do	Waisang	J. M. & Co.	22 December
do	Liksang	J. M. & Co.	22 December

To Sail

Hongkong—New York.

AMERICAN ASIATIC S.S. CO.
FOR NEW YORK VIA SUEZ
CANAL.

HONGKONG-NEW YORK
(With liberty to call at the Malabar Coast.)

British S.S. "SWAZI"
on or about 8th January, 1913.

For freight and further information,
apply to—
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 2nd Dec. 1912.

Regular Steamship Service

With liberty to call at the
Malabar Coast.

For Boston & New York.

S.S. "EGREMONT" on or about
21st Dec.

For freight and further information,
apply to—
DODWELL & CO., LTD.

Agents
Long 25, 16th Dec. 1912

To Sail

R.M.S. "DUNOTTAR CASTLE."

The above steamer of 5,687 tons
registered and classed 100 A.I. at Lloyd's,
having superior first class passenger
accommodation, fitted with wireless
telegraphy, electric fans in all staterooms
and carrying first class passengers only,
is due at Hongkong on the 18th
instant, and will leave for Yokohama
direct the following day. She
will return here on THURSDAY,
January 2nd and sail for Singapore,
Penang, Rangoon, Calcutta, Madras,
Colombo, Bombay, Suez (for Cairo),
Port Said, Messina and Marseilles on
MONDAY, January 8th 1913.

A number of vacant first class berths
are available at moderate rates, and
special accommodation can also be booked
if required. For further particulars
please apply to—
JARDINE, MATHESON &
CO., LTD.,
Agents.

Hongkong 12th Nov. 1912.

AMERICAN AND ORIENTAL
LINE.

FOR NEW YORK VIA SUEZ
CANAL.

(With liberty to call at the Malabar Coast.)

"SCHUYKILL"
will be despatched from this port on
30th December.

For Freight and further particulars,
apply to—
THE BANK LINE, LIMITED

Agents
10, 11th Dec. 1912

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessel
Samarang,	Childar
Macao,	Sui Tai
Shanghai,	Chinhua
Straits,	Africa
Japan,	Upada
Poochow,	Haitan
Hamburg,	Segovia
Japan,	Mishima-maru

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessels
Shanghai,	Africa

AMERICAN MAIL.

The P.M. str. Mongolia, with
the American mail, left San
Francisco for this port via Honolulu,
the Japan ports and Manila
on the 30th November.

The T. K. K. s.s. Nippon Maru,
left San Francisco for Hongkong
via usual ports on the 7th inst.
and is due here on the 31st inst.

The mails ex P.M. s.s. Nilo,
have been transferred to the s.s.
Awa Maru, and not to the P. & O.
s.s. Himalaya as previously
advised.

CANADIAN MAIL.

The C. P. R. s.s. Empress of
India, arrived Nagasaki at 8.30
a.m. on Tuesday the 17th inst.,
and left again at 2 p.m. same day,
for Shanghai where she is due to
arrive at 7 p.m. on Wednesday the
18th inst.

The C. P. R. s.s. Montague,
arrived Shanghai at 9.30 p.m. on
Monday the 16th inst., and left
again at noon next day, for Moji
where she is due to arrive at 6
a.m. on Thursday the 19th inst.

ENGLISH MAIL.

The P. & O. s.s. Delta, left Singapore
for this port on the 14th
inst., at 6 p.m., and is due here on
the 20th inst., about 6 a.m.

FRENCH MAIL.

The s.s. Ernest Simons will not
leave Shanghai before the 25th
inst. and is expected to arrive here
on the 28th inst.

GERMAN MAIL.

The I. G. M. s.s. Prinzess Alice,
which left here on Wednesday,
the 11th inst., at 10 a.m., arrived
at Singapore on Sunday, the 15th
inst. at noon.

The I. G. M. s.s. Kleist, which
left here on the 13th inst., arrived
at Shanghai on the 16th inst., at
4 p.m.

The I. G. M. s.s. Prinz Ludwig,
carrying the German mails with
dates from Berlin of the 27th ult.,
left Colombo on the 15th inst.,
p.m., and may be expected here
on the 26th inst., p.m.

AUSTRALIAN MAIL.

The E. and A. str. St. Albans,
from Sydney, left Port Darwin on
the 2nd inst. for Timor, Manila
and Hongkong.

MERCHANT STEAMERS.

The s.s. Shimosa sailed from
New York on the 24th inst., for
Far East, via the Straits.

The str. Kansas, passed the
Suez Canal on the 3rd December,
and is due here on or about 3rd
January.

The T. K. K. s.s. Kiyo Maru,
arrived at Honolulu from
Manzanillo on the 13th inst. and
is due in Hongkong on the 18th
January.

The Indra Line s.s. Indramayo,
from New York, is due at Hong-
kong on the 23rd inst. She passed
the Canal on the 26th ult.

The str. Dilwara, from Calcutta,
left Singapore on the 15th inst.,
and may be expected here on or
about the 20th inst., p.m.

The O. S. K. s.s. Tacoma Maru,
from Tacoma arrived at Manila
on the 15th inst., and will leave
again for this port on the 18th
inst., and is due here on the 21st
inst., a.m.

The "Bon" Line s.s. Bonla-
wers, from Antwerp and London,
left Singapore on the 12th for this
port.

The J. M. G. s.s. Coblenz, left
Sydney on the 14th inst., at 11
a.m., and may be expected here
on or about 6th January.

The H. A. L. s.s. Armenia left
Singapore on the 14th inst., a.m.,
and may be expected here on or
about the 20th inst., a.m.

The A. L. s.s. Africa, left Shang-
hai for this port on the 16th inst.,
and will arrive here on the 19th
inst., a.m.

VESSELS IN PORT.

Steamers.

Childar, Nor. s.s., 1,102, Flojortor,
14th Dec.—Surabaya 4th
Dec., Sugar.—T. & Co.

Chip Shing, Br. s.s., 1,199, Mooney,
13th Dec.—Canton 12th
Dec., Gen.—J. M. & Co.

Chiyo Maru, Jap. s.s., 7,250, W.
W. Greene, 16th Dec.—
San Francisco 15th Nov.
Mail and Gen.—T. K. K.

Chowtai, Br. s.s., 1,116, Peher,
16th Dec.—Bangkok 4th
Dec., Rice etc.—B. & S.

Clara Jebson, Ger. s.s., 1,103, A.
F. Ulderup, 13th Dec.—
Canton 12th Dec., Gen.—
J. & Co.

Haiching, Br. s.s., 1,267, W. C.
Passmore, 15th Dec.—
Swatow 14th Dec., Gen.—
J. L. & Co.

Haimun, Br. s.s., 641, J. W. Evans,
13th Dec.—Swatow 12th
Dec., Gen.—D. L. & Co.

Hanoi, Fr. s.s., 739, G. Bonhior,
12th Dec.—Haiphong via
Pakho, 10th Dec., Gen.—
A. R. Marty.

Hoithow, Br. s.s., 987, McCulloch,
10th Dec.—Amoy 7th
Dec., Ballast.—B. & S.

Hopsang, Br. s.s., 1,359, J. M.
Hay, 13th Dec.—Java
3rd Dec., Sugar.—J. M. &
Co.

Kauchow, Br. s.s., 1,217, Monk-
man, 14th Dec.—Swatow
13th Dec., Gen.—B. & S.

Kjeld, Nor. s.s., 890, T. Heller
7th Dec.—Haiphong 5th
Dec., Stone.—A. T. & Co.

Koby, Br. s.s., 1,168, Ballast, 12th
Dec.—Manila 5th Dec.,
Gen.—R. Basa.

Kueichow, Br. s.s., 1,215, Cole,
13th Dec.—Canton 12th
Dec., Gen.—B. & S.

Kumano Maru, Jap. s.s., 5,076,
Wincker, 17th Dec.—
Yokohama 7th Dec., Gen.—
N. Y. K.

Laertes, Br. s.s., 1,320, Wawn, 5th
Dec.—Saigon 22nd Nov.,
Gen.—Wo Fat Sing.

Liberia, Ger. s.s., Schroeder, 14th
Dec.—Shanghai 11th
Dec., Gen.—H. A. L.

Lord Curzon, Br. s.s., 2,337, P. G.
Henrickson, 2nd Dec.—
Moji 26th Nov., Flour,
etc.—Order.

Lycemoun, Ger. s.s., 1,254, O.
Sally, 12th Dec.—Saigon
6th Dec., Gen.—H. A. L.

Namsang, Br. s.s., 2,591, H. E.
Gilroy, 14th Dec.—Japan,
Coal and Gen.—J. M. &
Co.

Mausang, Br. s.s., 1,646, A. C. A.
Corneok, 15th Dec.—
Sandakan 10th Dec.,
Gen.—J. M. & Co.

Opland, Br. s.s., 749, Erickson,
16th Dec.—Poochow 14th
Dec., Case oil.—A. P. Co.

Suisang, Br. s.s., 1,760, Payne,
16th Dec.—Java 5th Dec.
Sugar.—J. M. & Co.

Triumph, Ger. s.s., 869, Langd-
schwager, 15th Dec.—
Haiphong and Hoithow
14th Dec., Rice.—T. & Co.

Varg, Nor. s.s., 874, Rasmussen,
14th Dec.—Swatow 13th
Dec., Ballast.—A. T. & Co.

Vladimir, Rus. s.s., 3,197, Kamich-
amsky, 17th Dec.—Odessa
and Singapore 9th Dec.,
Gen.—Lukmanoff.

Yatsing, Br. s.s., 1,274, Anderson,
11th Dec.—Moji 4th Dec.
Coal.—J. M. & Co.

Yuansang, Br. s.s., 1,158, Rolfe,
17th Dec.—Manila 14th
Dec., Gen.—J. M. & Co.

Cooked Ham \$1.40 For 1lb
Canned Beef, Pork and Beans
ALEXANDRA CAFE CO.

HOTEL LISTS.

Hongkong Hotel.
 Adair, Mr. and Mrs. G. M. Laing, F. C.
 Mrs. Laing, F. C.
 Ardern, J. S. Laffargue, Mr.
 Ascoli, V. and Mrs.
 Barberini, E. T. Lloyd, G. T.
 Baring, M. Lowrie, S.
 Bate, E. R. MacGregor, N.
 Beale, E. L. C.
 Beaumont, G. A. Macdonald, A.
 Bollicio, Mrs. E. MacLennan, D.
 Bona, G. A. MacIntyre, Mr.
 Beaumont, R. C. and Mrs. Neil.
 Binns, S. C. Macdonald, Mr.
 Blanch, Mr. and Mrs. F. C.
 Mrs. N. F. Macrae, Mrs.
 Brooks, W. S. Martins, C.
 Campbell, Smollett, Mr. and Mrs. W. L.
 Carlisle, Mr. and Mrs. R. T. and child.
 Carr, J. S. McMillan, Mrs.
 Buchner, O. William.
 Catlin, Harry Melcher, J.
 Chipman, Mrs. Mohr, K. B.
 and maid Morecki, J.
 Christie, P. N. McKenny, Dr.
 Claxton, A. A. C. W. & Mrs.
 Cokely, T. J. Mickle, D. M.
 Cowan, Mrs. W. Mitchellmore, E. V.
 Crocker, Miss Mulder, Mr. and Mrs. J. D. F.
 Crozier, Mrs. L. Marx, R. E.
 Curry, G. P. Notcombe, Mr. and Mrs. D.
 Davis, C. H. Nye, P. H.
 Davidson, Mr. and Mrs. D.
 Deane, A. F. Orr, R. C.
 D'Oottingen, V. Pickard, Capt. H.
 Douglas, Mrs. R. Y. B.
 Drow, W. C. Poulet, A.
 Earle, Jos. H. Ray, E. H.
 Ehrenfels, Mr. Reay, Miss F. and Mrs. H. C. Reich, Chas.
 Earle, Mrs. J. H. Robbins, F. L.
 Earle, Mrs. W. Ross, Mr. and Mrs. G. H.
 Enwright, Miss Ryder, C. F.
 Fielding, H. M. Schmoke, W. G.
 Finlayson, Mrs. Shaw, H. G.
 Fisher, H. G. Shishkin.
 Forrest, R. L. Solomon, H. H.
 Foster, Mrs. G. Speth, Capt. B.
 Forsyth, Capt. Sutherland, P. D.
 and Mrs. Spittles, Mr. & Mrs. James.
 French, Mrs. A. S. Square, Miss. child.
 Fuller, Donnan Stephens, W. A.
 George, Mr. and Mrs. E. W. Mrs. F. J.
 George, Miss Swann, T.
 Gibson, J. E. Swift, Mr. and Mrs. G. H.
 Gordon, A. G. Vermeij, G.
 Goulbourn, V. Vollbrecht, E.
 Gould, Mr. and Mrs. J. Vollbrecht, Mrs. E.
 Gourgey, I. E.
 Gratama, D. M. Watkins, H. G.
 Grimshaw, R. J. Webb, Mr. and Mrs. B.
 Hall, Capt. T. P. Welch, T. C.
 Harbord, W. R. Welsh, Mrs. J. Harrison, A. M.
 Harrison, Lt. Wenants, C. E.
 Col. and Mrs. Whamond, D. J. J.
 Herdman, A. E. White, Mr. and Mrs. H. L. H.
 Hill, Mrs. W. White, D.
 Hope, E. Winkler, Mr. & Mrs. F. G.
 Innes, Capt. R. Wood, G. G.
 Jones, I. Wright, Mr. & Mrs. J. F.
 Judah, Mrs. A. Young, J. A.
 Kloss, Dr. Zellensky, A. L.
 Komor, S.
 Kouzminsky, A. L.

Astor House.

Arnold, J. B. Huges, B. F.
 Baudet, R. Jeanin, H. E.
 Beal, J. P. Lapicque, P. A.
 Bonnier, Lavardie, Mr.
 Byan, M. and Mrs.
 Birot, L. Laubie.
 Brown, J. Leon, B.
 Byrne, J. D. Lugbill, V.
 Campos, Capt. Macrell, H.
 Costa, McKinnay, C.
 Carr, J. B. W.
 Chapman, John Miller, H. H.
 Chenu, H. V. Mole, A. E.
 Cherry, B. Morton, Mrs. S.
 Chlynovsky, B. Musso, F.
 Chopard, F. A. Newman, J. C.
 Cima, A. Norton, A. W.
 Dorsey, S. H. Ortega, J.
 Evans, Geo. Pearson, J.
 Feinstein, B. Pratt, W. E.
 Fernandes, V. Scott, J. A.
 Fernandes, J. C. Swilling, B. B.
 Goldenberg, A. Tsagareschiff, B. L.
 Hahn, W. O.
 Hawes, H. R. Vogrieto.
 Herrier, Mr. and Mrs. F. E. Woodard.
 Hitz, E. B.

Craigieburn.

Adams, Mr. and Mrs. Des Garets.
 Mrs. and 2 Madam.
 children Elliott, Capt. & Mrs.
 Caldwell, Mr. & Mrs.
 Carpenter, Mr. & Mrs.
 Chinchon, S. J. Smith, E. G.
 Cornell, W. A. Wood, E. M.

Notices

TURCO-EGYPTIAN TOBACCO STORE.

JUST ARRIVED DIRECT FROM KAMITCHATKA, BEST RUSSIAN SMOKED FISH AND BEST QUALITY RUSSIAN BLACK CAVIARE.

Consignees

"SHIRE" LINE OF STEAMERS, LTD. NOTICE TO CONSIGNEES. FROM EUROPE

THE Steamship

"PEMBROKESHIRE" having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 23rd Dec., at 6 p.m. will be subject to rent. All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on 23rd inst., at 3.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO. LTD.

Hongkong, 16th Dec., 1912. 1987

MOGUL LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S.S. "LOVAT" FROM MIDDLESBOROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st Dec., will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 14th Jan., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 20th Dec., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD.

Hongkong, 16th Dec., 1912. 1985

TOYO KISEN KAISHA. THE Steamship

"CHIYO MARU" FROM SAN FRANCISCO, via HONOLULU, JAPAN PORTS AND MANILA.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on WEDNESDAY, 18th Dec., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on MONDAY, the 23rd inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown and examination of same to be held on 23rd inst.

All claims must be filed on or before 3th inst., otherwise they will not be recognized.

S. MORIMOTO, Agent.

Hongkong, 16th Dec., 1912. 1986

Grand Hotel.

Andrews, W. E. Miller, Mr. & Mrs. Arnold, C. P.

Baum, R. Mills, L.

Bassett, J. B. Kudie, Mr. & Mrs. Benson, W.

Blunk, A. Myall, A. T.

Borchers, Tr. Nellink, G.

Brown, E. Oeffler.

Brucker, O. Parker, E.

Campbell, Mr. & Mrs. F. O. Paul, S.

Cordell, J. Pink, Mr. & Mrs. Elson.

Radovinsky, Mr. & Mrs. Ferker, T.

Flick, A.

Fisher, C.

Gregory, W. P.

Griffin, D. P.

Grill, Miss C.

Hans, K.

Hanah, C. G.

Hemmings, C.

Hicks, Miss

Holland, G.

Huppke, O.

Koch, W.

Loonhardt, W.

Loonhardt, Mr. & Mrs.

Lovlie, F.

Consigners

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 20th of Dec., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th of Dec., at 9.30 a.m.

All claims must reach us before the 27th of Dec., 1912, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This Steamer brings cargo Ex S.S. "Orselo" and "Barbarigo" from Yeu-tou via Port Said.

NORDDEUTSCHER LLOYD-MELOHRS & CO., General Agents.

Hongkong, 18th Dec., 1912. 1984

FROM EUROPE.

THE H. A. L. Steamship

"SAMBIA."

Captain F. Buch, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 19th inst., at 3.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:—

Ex S.S. "August" from Fletlin.

"Earl" from Setubal.

"Norge" from Abas.

"Trolleborg" from Abas.

"Norge" from Goteborg.

"Tasings" from Copenhagen.

"Kong Ring" from Christians.

HAMBURG-AMERIKA LINIE.

Hongkong, 18th Dec., 1912. 198

P.M. AND T.K.K.

Shanghai's loss of Patronage.

Nonchalance is expressed by residents of Shanghai on the question of Shanghai's loss of patronage by ships of the Pacific Mail Company and the Toyo Kisen Kaisha. Retail merchants and members of the Shanghai Foreign Chamber of Commerce were interviewed on the subject of whether it is worth while to make an effort to retain such transportation business as is slipping away. Here are some of the questions that were propounded by the "China Press."

Is not the withdrawal of 49 mail steamers, which include many of the largest and finest that ply the Pacific, a great inconvenience to residents of Shanghai and travellers who touch here, who may wish to travel back and forth between here and Japan, or Hongkong, or to America?

Is the money which tourists may spend here and the impressions they may get of this and other cities in the Far East really of no consequence to Shanghai?

What are the presumed functions, in a matter like this, of the foreign Chamber of Commerce?

What is the fundamental reason for the astonishing indifference of the greater business interests of Shanghai to this question?

Is it true that leading foreigners here care little for the prestige of the city?

Is this due, if true, to the fact that they feel they are only temporary residents—that they have no permanent stake in the future prosperity of the city?

Opinion of Shanghai Merchants.

Opinions were asked, and received from several Nanking Road retail merchants—always with the emphatic reservation of the use of their names.

Yes, they all said, it is an inconvenience to Shanghai as a whole, that the Pacific Mail steamers have been largely withdrawn from this port of call, but it is not an inconvenience that calls for any particular public action. There are other steamers by which one can travel!

Yes, considerable money is spent here by tourists. Tourists always can be counted upon to spend considerable money wherever they stop. Tourists have brought much money to Shanghai, and indirectly this is a benefit to the entire community.

But few of the larger houses benefit from this tourist trade; it is not in the least considered by them, although they quite readily admit that whatever benefits the community—even if it benefits only the Chinese business community—tends to benefit them.

Functions of Commercial Bodies.

The hotels, of course, will feel the loss of any diminishment in tourist traffic. As for giving a good impression to visitors—well, you know, Shanghai was not built as a tourist resort, nor was its business arranged with an eye to the tourist. As long as there's money to be made in Shanghai through channels of trade already established, who cares what the tourist thinks of Shanghai, or what he tells the folks at home?

As for the functions of the foreign Chamber of Commerce, that is a subject to be approached with a shrug of the shoulders. One does not express an opinion on that. One supposes that the chamber's functions, of course, are to look to whatever is of interest to the commercial welfare of the community. Evidently the matter of the disaffection of the Pacific Mail and T.K.K. steamers is not considered by the Chamber of Commerce to be a matter needing attention, or attention would be given to it. Surely there could be no argument about that? This was the summing up of the several replies.

As for the remaining questions in the list—concerning the reasons for Shanghai's apparent indifference to this matter, concerning the question of whether foreigners here really care little for the prestige of the city, and concerning the proposition of whether or not their views are governed by the fact that they feel they are only temporary residents—well, those are questions which one does not discuss. One might have various opinions, should one care to express them, but what practical illumination would it shed on the subject in hand?

Tourist Trade Worth While.

Mr. J. H. Hinton, managing director of Moutrie and Company, Ltd., said that while the tourist trade was not a factor in his business, yet it undoubtedly was a factor in the business life of the community to be reckoned with. Whatever brought money into the community was of a commercial value. If the small merchants benefited directly by the tourist trade, so just as surely did the large ones, indirectly.

Mr. A. H. Mancell, agent for general manager in North China, of A. S. Watson & Co., Ltd., expressed a similar opinion. While Shanghai was not a great attraction for tourists, it should not neglect the tourist business, nor fail to appreciate its value to the community, if not for individual firms. As for his own business, it is not largely concerned with the tourist trade.

MOTOR CAR RIVALRY.

Why American Cars are beating English

The following article recently appeared in the "Times":

"It would be injudicious to mention particular makes in this article, but it may be said generally that the cheap British-made car is now enduring a good deal of effective competition from America, France, Germany and Belgium and that it will have to improve or endure a great deal more serious competition in future."

To take one instance—there are cars made in the United States, some by tens of thousands and some by hundreds of thousands a year, which in the opinion of the writer are, for quality and price combined, as yet unapproached by any British manufacturer. This may be an unpolemic statement to some of the English manufacturers of this type, but it can hardly be denied that the competition of the American cheap car is only just beginning, that the old accusations of want of reliability, durability and lack of finish are disadvantages which are more theoretical than actual nowadays, and that the majority of cheap American and French cars to-day are much better than those of a year or two ago, being quite equal in all essential features to the so-called cheap British-made car.

"To put it bluntly, the fact is that there is no firm at present which has been sufficiently enterprising to lay down a large enough plan to manufacture small cars in sufficient numbers to make their production really cheap. There has also been a want of commercial ability in that, while in most cases the American cheap car is sold ready for the road, the British car is too often sold incomplete, being provided with headlights, hood, speedometer and other accessories (either some or all) which have now become actual necessities. It is curious that, though some attempts have been made from time to time in this country to produce small cheap cars, failure has too often attended these efforts either from lack of bold advertising or of proper commercial or engineering management. As every autumn show comes we see announced in the press attractive small cars of British manufacture, but the promises are rarely equally by the performances. In short, this branch of the automobile industry has hitherto been avoided by big firms, possibly on good financial grounds, and has not received sufficient attention from those who have actually taken it up."

It is hard to say how many persons there are in this country who would buy a really good cheap motor car, sold, say, at \$600, but if such could be obtained probably as many new motorists would be added to the automobile community as exist to-day, or some 250,000."

Tactical of Antung.

Taotai Wang, of Antung, who is at Mukden, has been relieved of his post, says the "Peking Daily News." He is held partially responsible for allowing the recent mutiny to break out at Antung.

Mr. Chu, Director of the T. & C. Collectors' Office at Heiminian, has been appointed his successor.

LONDON DOG THIEVES.

"Smatchers" that rival the Hongkong Chinese.

The dog thief is at his work again says the "Standard." The epidemic of this particular form of crime, which gave the London police much extra work a few months ago has again broken out. The mysterious disappearance of household guardians and pets is being daily reported to Scotland Yard, and it is evident from the number of complaints that the men and women who live on the traffic in stolen dogs are having a busy and presumably, a profitable time. When it is remembered that over 1,500,000 of dog licenses are taken out each year, it will be recognized that these specialists in thefts have ample opportunity for the practice of the trade.

The increase in the number of thefts is partly due to the holiday season, which amplifies the chances of the thieves who "work" the railway stations, and also in part to the greater variety of dog types and the higher prices given by dog lovers for special varieties, prices which range from £5 to £500. The dog thief of to-day has many tricks and traps for unwary pets, and while his forerunners were generally supposed to come from the district lying between Welworth road and Old Kent road their modern prototypes are spread over a much wider area.

These thieves may be roughly divided into the "sneaks" and the "smatchers." The dog "sneak" is an expert in the dainties which attract his prey. It is reported, for example, of one man, at present enjoying for the twenty-third time the hospitality of one of his majesty's prisons, that he placed powdered, hard-baked liver in the "turn up" of his trousers, so that a dog senting the meat, would follow him until, at a safe distance from the animal's house, he could pick it up and carry it off. This man is sometimes varied by the substitution of cheese for powder. Another method is to lay a trail with a piece of rag dipped in aniseed oil along the street away from the dog's home.

The "smatchers" employ a simpler and more direct method, and generally work in couples. One carries out the theft while the other loiters about to put the owners on a false scent as soon as the loss is discovered. Others, again, cut a dog's lead while its owner's attention is being distracted by a confederate.

THE FUTURE OF AIRCRAFT.

Sir George White, speaking at the dinner of the West of England Aero Club at Bristol, said the British and Colonial Aeroplane Company, whose headquarters were in the city, had sold flying machines to every European Power, and had equipped a factory and school in Germany.

An invitation by the Russian military authorities to start a factory in Russia was under consideration, and there were promises of large orders from that country. The company had manufactured at Bristol 270,000 worth of machines, towards which the British Government had contributed only £8,000. The works were being nearly doubled in size.

"The aeroplane is now acknowledged to be a necessary arm of war," continued Sir George White, "and it behoves our Government to bestir themselves if we are not to be left behind in the great race. For, believe me, during the next five years the Powers will call for thousands, if not tens of thousands, of aeroplanes, and the developments in their use for both military and naval purposes will be startling and will have a far-reaching effect upon the future of warfare, though in my opinion the possession of a strong fleet of aeroplanes by any country will, just as it is with a strong navy, be a dominating influence for peace."

America's Big Corn Crop.

Washington, November 8.—A corn crop of 2,189,137,000 bushels, or 281,921,000 bushels more than the greatest crop of corn ever grown in any country of the world, is the feature of the country's most remarkable agricultural year in history, according to the November crop report.

COMMERCIAL.

Rahman dividend.

The Rahman Tin Co., Ltd., Penang, state that they are advised by cable that a second interim dividend of 5 per cent for the current financial year has been declared by the board.

Home Cottons Export to China.

For the week ending 20th November 7,000,000 yards of Plain Cottons were shipped from the United Kingdom and the Monthly totals for November of Goods exported to Hongkong, Shanghai and Tientsin were:—

25,100,000 yards of Bleached and unbleached Cottons.

8,500,000 " " Dyed & Coloured

700,000 " " Printed Cottons

710,000 " " Woolens & Worsteds.

London Rubber Market.

The East Asiatic Company's Daily Report for Dec. 4 says:—The market in London yesterday was much firmer. The auctions were well supported and, under good competition, prices advanced.

The closing prices were:—

Hard fine Para spot ... 4/6

Hard fine Para forward ... 4/5 1/2

First latex crepe, delivery next three months ... 4/5 1/2

Shanghai Bullion.

December 11, 1912.

dar Silver ... d. 29.11.16

Mexican Dollars.

Market Rate...Tls. 74.0875

Dragon Dollars.

Native Bank Rate ... 73.825

Copper Cash ... per Tls. 1.750

Shanghai Gold Bars S'hai Tls. ... Tls.

Bar Silver ... Tls.

Native Interest ...

Sovereigns: B's. Buying rate... 684 \$0.15

Rubber Specials

The "Straits Times" London correspondent wires (December 4)—The following interims are included: Jagra 30, Cicely 75, Highlands and Lowland 74.

Forward sales:—Alagar 5 tons at 4/5, Tremelby 4 tons at 4/5.

The Victoria Malayan litigation has been determined. The company pays costs and receives £12,200.

Great optimism was expressed by Mr. Lampard at the United Serdang meeting.</

COMMERCIAL.

S. M. R. Traffic Return.

The S.M.R. Traffic Returns for the month of November give Y1,760,198 being an increase by Y243,159 over the corresponding period of last year. The aggregate earnings since last April, the beginning of the present fiscal year, are Y10,064,581 which sum is larger by Y940,310 than the aggregate figure for the corresponding period of last year.

Penchihli Colliery and Mining Co.
One of the three blasting furnaces for installation of the premises of the Penchihli Colliery and Mining Co. has been completely installed, and will be opened to operation shortly. The "Manchuria Daily News" understands that the construction materials for these furnaces have been purchased from the Edmiton Steel Works, and there exists an understanding that the whole of the output is to be sold to the Government Works. The yearly output, when all the three furnaces come into working order, is put about 120,000 tons of iron worth Y4,800,000.

Singapore Share Market.
Messrs. Fraser and Co.'s share circular, dated the 4th inst., says:—A far brighter tone is noticeable in our market and the lethargy that has been apparent for some weeks past is wearing off. The better prices ruling at the rubber auctions and in sympathy with a distinctly better demand from London most local shares have moved up several points since our last report. Mining shares in many cases are considerably higher, the local fluctuations being mostly in evidence. The turn-over in industrials is certainly better.

Rubber.—Bertams after business at 4s. 3d. close buyers at 4s. 6d. Kewie Javos were done at 15s. 1d., Mijelles 10d., Nordaels from 20s. 3d. to 30s. 14d., Pegohs between 42s. 6d. and 47s., Komboke 3s. 5d., Sungai Dangars 12s. 9d., Seaports 20s. 6d. Morlimans had transactions at 3s. 9d., and are now engaged for 4s. 4d., Highlands and Lowland £3 18.6 to £4., Anglo-Johore 8s. and Rubber Trusts 13s. 9d. premium. Amongst the local issues, the Malacca group of estates show considerable advances in price. Malaka Pindas were done up to \$1.55 and United Malacca \$1.02, Punggora 72 cents to 80 cents, Bukit Katih 75 to 85 cents and Bukit Jelutong 55 to 60 cents. Tappals close buyers \$13.75 after a rise of a dollar. Pantans are still wanted at \$12.71-2. Balgownies were taken in good numbers at \$8 and are still wanted at \$7.25 or dividend. Ayer Panas remain at \$7.25 with none offering under \$7.50. Ulu Pandans came up to 75 cents after transactions at 67.1-2 cents. There are buyers of Indragiri at \$6.75, Alor Gajahs \$2.85 and Tambalaks 72.1-2 cents.

Mining.—Belats hardened from \$2.65 to \$2.85 and are still wanted at the latter price. Sungai Gaus have risen from \$11 to \$12 with none obtainable under \$13. Kinta Associations changed hands at \$14.50 and there are a few Profiteers available at \$15.50.

General.—Straits Traders maintain their prices of \$49.50-\$50 with business doing between these quotations. Singapore Cold Storages are wanted at \$20. A few Fraser and Neaves could be bought at \$50. There are buyers of Maynards and Singapore Dispensaries at rather over quotations. Shell Transports had considerable dealings at \$5.10 to \$5.14.6, and Ural Caspians were placed at \$3.4.10.

Canada's Government Railway.
The Canadian Government railway cannot be said to be profitable. Usually there has been a deficit which the national treasury has had to supply. This is due to the nature runs, the unscientific route it takes for commercial purposes, the peculiar local accommodations which it gives the people, the severe water competition from which it suffers, its lower rates for passengers and freight, and, until recently, the inability of the government to maintain the strictest business management on account of the "politics" with which it has been shackled.

Yet, with all these serious drawbacks, the net earnings of the road, paid by its managers to the receiver-general last year, came to more than \$600,000, and this in spite of unusual ex-

penditures on betterments and increase of employees.

The Chinese Government and Commerce.

At the annual meeting of the British and Chinese Corporation on November 21, Mr. O. G. Macrae, who presided, said that the corporation had financed and supervised the building of practically all the railways in China which had been constructed with British capital. The revenue showed a reduction of £7,831, due to the effects of the revolution, which had naturally prevented doing of business with the Government, and had not only stopped the completion of various pending pieces of business, but had made it, for the time being, unprofitable to negotiate fresh business. Things in China now seemed to be settling down; order was rapidly being re-established, and a return was being made to conditions which the board trusted would enable them to carry through various important negotiations in which they had been engaged for some time past. While their object was on fair and reasonable terms to assist the Government in the development of their great country, they were very sensible of that Government's difficulties, and were anxious to meet them, so far as was possible, consistently with due protection for the interests of those whose money they invited to support the various undertakings to which they might become engaged. Particularly they noted with respectful appreciation a marked change in the spirit and methods of the high officials of the Government with whom they had to deal from those which characterized the old regime. There was now shown a breadth of view and a more liberal and enlightened attitude towards such questions as those with which the board were concerned which were rare in their experience of the Mandarin of the late dynasty. They had grounds for believing that the present Provisional Government was earnestly bent on fostering good relations with those who would honestly assist it in its desire to bring about the welfare and progress of their great country.

NIPPON YUSEN KAISHA.

In their annual report to the shareholders the directors of Nippon Yusen Kaisha state:—
The Gross Profits of the Company for the past Half-Year amount to Yen 4,944,200.743, out of which there has been paid: Depreciation of the Company's fleet and property Yen 979,490.680
Insurance Fund Yen 569,889.340
Ships' Structural Repair Fund Yen 501,842.850
Yen 2,141,222.370

leaving a balance of Yen 3,086,012.305, including Yen 882,944.432 brought forward from the last Account.

The Directors now propose that Yen 140,153.390 be added to the Reserve Fund, raising it to Yen 3,418,840.339, Yen 258,579.925 to the Reserve for the Annual Reduction of Subsidies, bringing it to Yen 2,544,809.370, and Yen 1,300,000.000 to the Fund for the Extension of Services and Improvement of the Fleet, making that amount to a total of Yen 6,263,000.000; also that Yen 73,555.000 be allowed as Directors' and Auditors' fees. From the remainder the Directors recommend a Dividend at the rate of Ten percent, per annum, which will absorb Yen 1,100,000.000.

The Balance, Yen 813,723.990, will be carried forward to the next Account.

Wireless to be installed on H.A. L. Shanghai-Tsingtau Liners.

The "Manchuria Daily News" understands that the Hamburg-Amerika Linie has ordered four wireless telegraphy installations from the Telefunken Company for installation on their Shanghai-Tsingtau lines viz., the Staatssekretär Kratke and the Gouverneur Jasechko. A wireless station, having a communication range of 2,000 miles, has been erected at Tsingtau, whilst a similar station will be completed at Wosung by next March. Yossels will then be in wireless communication with Shanghai over the whole China coast and as far south as the Paracels.

Entertainments

THEATRE ROYAL

"AN IDEAL HUSBAND"

A PLAY IN 4 ACTS

BY OSCAR WILDE.

to be produced by Local Amateurs

on December 17th, 19th and 21st at 9.00 p.m.

Under the distinguished Patronage of

His Excellency the Governor in aid of the following Charities:—

The Diocesan Girls' School The Eyre Refuge

The Blind Home (Blindenheim) The St. Lewis Orphanage

Booking opens at Messrs. Montre & Co. from December 14th to holders of advance tickets, obtainable from ladies and members of the committees of the various Charities and Messrs. Montre & Co., and to the public from December 7th.

BIJOU.

9.15 ALL NEW PROGRAMME 9.15

THE LATEST PICTURES WITH THE POPULAR ARTISTES

Miss DOLLY SWIFT AND Miss GLADYS SPENCER in Vaudeville

Special Attraction on FRIDAY 20th inst. and during Xmas Week "Talkie's" and Original Stunt

The Flower-Street Follies The Flower-Street Follies All New Songs, Gags and Local Spasms.

N.B.—High-Art Stage Furniture.

VICTORIA THEATRE.

THE PIONEER PLACE OF ENTERTAINMENT OF HONGKONG.

2 Performances: 7.15 Pictures only. 9.15 Full Programmes.

Matinees: Wednesdays & Holidays... 5 p.m. Saturdays... 4 p.m. Sundays... 3 p.m.

TO-NIGHT: Debut of the Charming American Soprano HOWARD SISTERS Popular Prices.

Notices

PEAK TRAMWAY CO. LIMITED.

WEEK TABLE.

7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m. " 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.00 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.40 p.m. " 15 min.
1.40 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS, 8.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m. 8.00 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.00 p.m. " 10 min.
8.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 3rd Nov. 1911.

THE FAMINE IN CHINA.

EIGHT Famine Districts with an area of 80,000 square miles.

TWO and a half million people facing starvation.

PLEASE SEND YOUR CONTRIBUTION TO- DAY. IT WILL HELP TO SAVE LIFE.

Treasurer, H. C. GULFAND, Esq., Manager, International Banking Corporation, Shanghai.

Hongkong, 24th January 1912 [170]

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York.

London Office—15, Bishopsgate, E.C.

BRANCHES:

Bombay Calcutta Canton Cebu Hankow Hongkong Kobe Manila Mexico Panama Peking San Francisco Shanghai Yokohama

Capital and Reserve \$7,000,000 (G.D.)

about \$1,000,000 (G.D.)

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4% per annum, or for shorter periods, at rates, which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong.

Hongkong, 1st Nov. 1912 [19]

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Authorised Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 17,500,000

Head Office.—YOKOHAMA.

Branches: Antung-Hsien Nagasaki

Bombay Calcutta Newchwang

Canton Cebu Osaka

Changchun Dairen Ryojun Port

Fongtien Harbin (Arthur)

Hankow San Francisco

Honolulu Shanghai

Kobe Tientsin

Liao-Yang Tokyo

Lyons

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.

Hongkong, 1st April, 1912. [18]

Notices

INSTITUTION OF ENGINEERS AND SHIPBUILDERS.

The memorial discussion of Mr. J. S. Chapman's paper, will take place on Friday, 10th, Dec. at 9 p.m.

J. REID, Esq., Chairman, Gen. Man. Talkie Dock.

G. R. PUBLIC AUCTION

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 23rd day of December, 1912, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of One Lot of Crown Land below Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Grant to be fixed by the Surveyor of His Majesty the King, for one far

ther term of 75 years.

PARTICULARS OF THE LOT.

Boundary Measurement.

Area in Acres.

Area in Square Feet.

Area in Square Meters.

Area in Hectares.

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